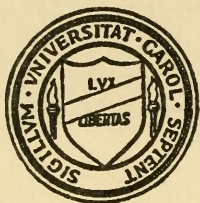


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20
ANNUAL REPORTS

OF THE

PRESIDENT AND DIRECTORS

AND THE

GENERAL SUPERINTENDENT

OF THE

Wilmington & Weldon

RAIL ROAD COMPANY,

WITH THE

PROCEEDINGS OF THE GENERAL MEETING OF STOCKHOLDERS,

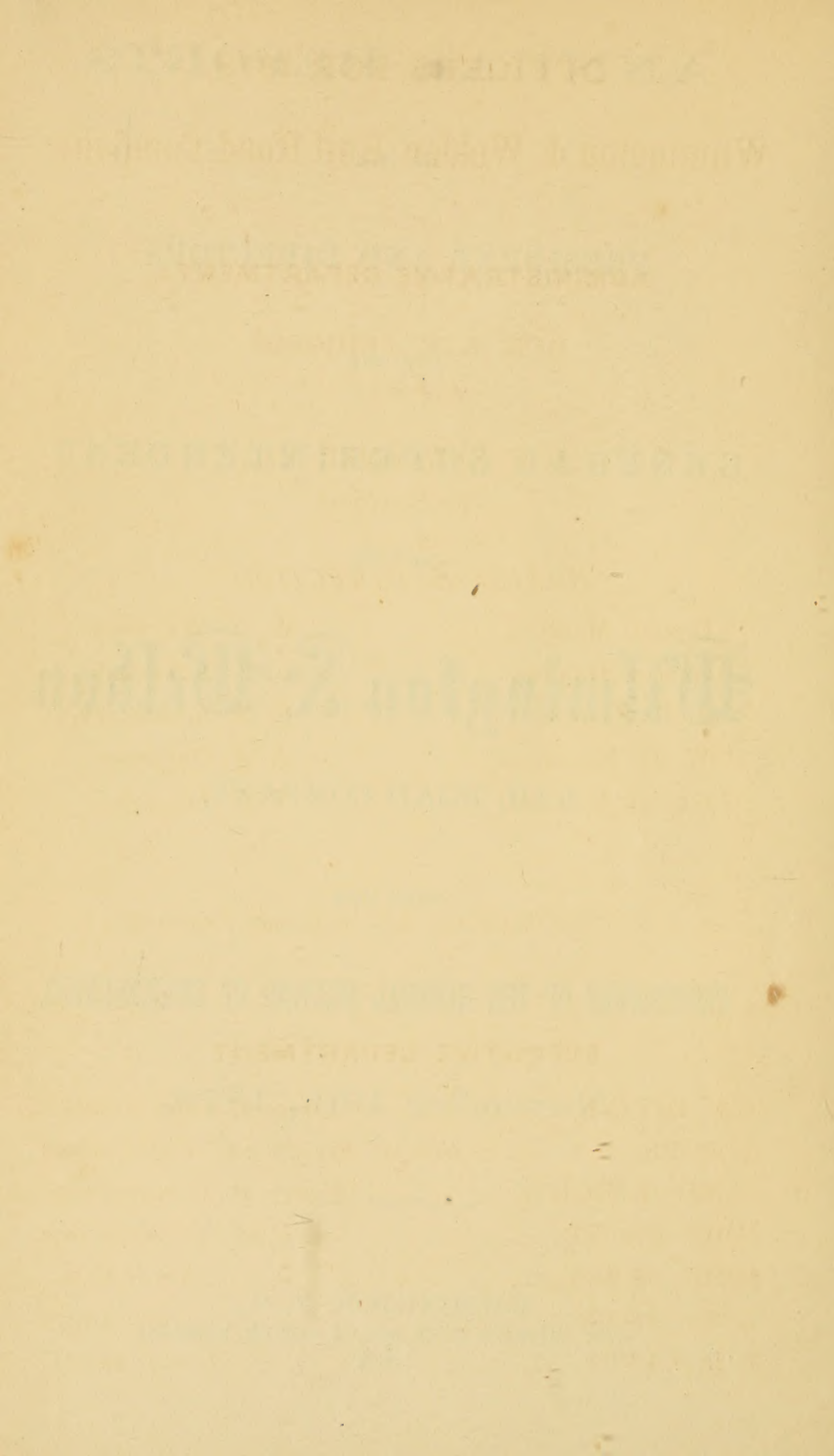
November 19th, 1878.



WILMINGTON, N. C.:

THE MORNING STAR STEAM-POWER PRESSES.

1878.



OFFICERS FOR 1878, Wilmington & Weldon Rail Road Company.

ADMINISTRATIVE DEPARTMENT:

HON. R. R. BRIDGERS,
President.

B. F. NEWCOMER, Esq.,
Vice-President.

BOARD OF DIRECTORS:

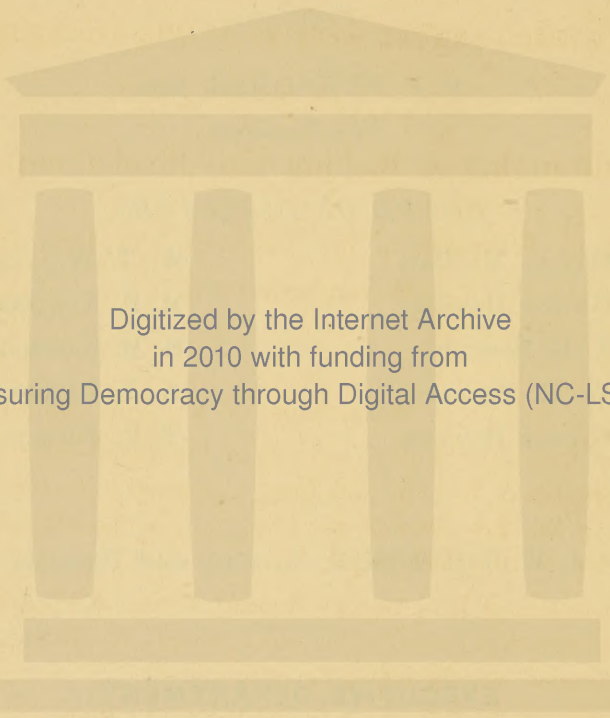
DONALD MACRAE,
GEORGE HARRISS,
E. B. BORDEN,
W. H. WILLARD,
GEORGE HOWARD,

W. T. WALTERS,
B. F. NEWCOMER,
S. M. SHOEMAKER,
A. J. DeROSSET,
T. C. JENKINS.

J. W. THOMPSON, *Secretary and Treasurer.*

EXECUTIVE DEPARTMENT:

J. F. DIVINE, *General Superintendent.*
A. POPE, *General Freight and Ticket Agent.*
JAMES KNIGHT, *Master of Transportation.*
JOHN BISSET, *Master of Machinery.*
JOHN BARRY, *Road Master.*
E. F. CASON, *Storekeeper.*
J. R. LATTA, *Acting Auditor.*



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PROCEEDINGS

OF THE

FORTY-THIRD ANNUAL MEETING OF THE STOCKHOLDERS

OF THE

Wilmington & Weldon Rail Road Company,

Held in Wilmington, on Tuesday, the 19th day of
November, 1878.

WILMINGTON, N. C., Nov. 19th, 1878.

The forty-third annual meeting of the Stockholders of the Wilmington & Weldon Rail Road Company convened at the office of the President of the Company, in the City of Wilmington, at 10 o'clock, A. M.

On motion of Hon. George Howard, Frederick Philips, Esq., of Tarboro, was called to the chair, and J. W. Thompson, of Wilmington, was appointed Secretary.

Messrs. B. F. Newcomer, of Baltimore, A. Branch, of Wilson, and J. W. Thompson were appointed a committee to verify proxies, and ascertain the number of shares of the capital stock of the Company represented in the meeting.

After examination the committee reported 11,984 shares represented, viz: 4,364 shares in person and 7,620 by proxy. Thereupon the Chairman declared the meeting duly organized and ready to proceed to business.

Dr. A. J. DeRosset, of Wilmington, then arose, and address-

ing the chair, said, before the meeting proceeded with the regular order of business he desired to offer the following preamble and resolutions relative to the late William A. Wright, and moved that they be adopted as expressing the feeling and sentiment of the Stockholders of this Company :

WHEREAS, Since our last annual meeting, Withiam A. Wright, Esq., has died in the fulness of years, and in the ripeness of a useful and honorable life, and whereas, he was one of the earliest and most zealous promoters and friends of this company, and from its organization continuously until his death, a period of more than forty years, one of its Stockholders and Directors ; and whereas, during that long period his earnest, active and efficient counsel, aid and co-operation were never wanting to our interests, and his services were so great and varied, that it is fit and proper for us to embody in the records of our proceedings some memorial of our remembrance and appreciation ; therefore be it

Resolved, By the stockholders in general meeting assembled, that in the death of Mr. Wright we, in common with the people of Wilmington and of the State, have to mourn an irreparable loss. His great legal attainments, clear and accurate judgment, admirable good sense, and high integrity, made him a safe and sure counsellor in all emergencies. He had no selfish ends, no indirect or doubtful purposes. Whatever his plans, he went towards them with manly directness, and accomplished them, if at all, by candid method. He felt no jealousies and cherished no animosities. No rough plant could grow in a bosom so attuned to every tenderest sensibility. His intellect cultured by great and varied reading, his large experience of life, his rare humor and refined wit, his cordial sympathies and genial manners, made him the most cherished guest in every social circle ; while his big heart, generous impulses, unswerving fidelity, and his gentle, amiable, loving and most lovable temper endeared him to his friends in life, and sanctify his memory in their hearts.

Resolved, That these resolutions be placed upon the records of the company, and that a copy be sent by the secretary to the family of the deceased.

Judge Howard, in a few feeling and eloquent remarks, seconded the motion of Dr. DeRosset, when the resolutions were unanimously adopted.

Hon. R. R. Bridgers, President, then read his annual report,

which, upon motion of Maj. C. M. Stedman, was received and adopted.

The reports of the Superintendent, Treasurer and Auditor were submitted. On motion of W. T. Walters, the reading of the same was dispensed with.

Upon motion of S. M. Shoemaker, the meeting proceeded to the election of President, when Hon. R. R. Bridgers was re-elected unanimously.

A Board of Directors was next ballotted for, when the following named gentlemen were elected to serve for the ensuing year, namely: W. T. Walters, B. F. Newcomer, S. M. Shoemaker and T. C. Jenkins, from Baltimore, and A. J. DeRosset, Donald MacRae and George Harriss, of Wilmington, Hon. George Howard, of Tarboro, E. B. Borden, of Goldsboro, and W. H. Willard, of Raleigh.

The President here called attention for the consideration of the Stockholders to the fact that about \$650,000 of the bonded debt of the Company bearing six per cent. interest would become due in London in 1881.

On motion of Dr. A. J. DeRosset, it was resolved that the next annual meeting be held in Wilmington on the Tuesday next succeeding the third Monday in November, 1879.

Hon. George Howard offered the following:

Resolved, That the Chairman appoint three Stockholders as an Auditing Committee to audit the books and accounts of the Company and report to the next annual meeting.

Mr. B. F. Newcomer said he was quite sure that the appointment of this committee would afford no one as much pleasure as the Secretary and Treasurer, and other officers whose books were to be examined, and moved that the resolution be

adopted. The motion being put, the resolution was adopted unanimously.

A resolution of thanks was then voted to the Chairman, and the meeting adjourned.

FRED. PHILIPS, *Chairman.*

J. W. THOMPSON, *Secretary.*

President's Report,

WILMINGTON, N. C., November 19th, 1878.

*To the Stockholders of the Wilmington & Weldon Rail Road
Company:*

The President and Directors submit the Forty-third Annual Report, showing the financial condition of the Company, and the operations of the Road for the fiscal year ending 30th September, 1878. They submit the Reports of the Superintendent, Treasurer, and Auditor, which give details in their respective departments. From these exhibits it will appear that the net receipts, as compared with the previous year, have increased \$18,738 20. They have paid \$44,978 56 for steel rail and joints, to replace worn-out chair rail. Had fish-joint rail been heretofore substituted, the annual requirements for rail to keep the track in good condition would not be half that sum; and whenever these renewals are made and completed, this saving will be made in operating expenses, besides saving in labor and wear of machinery. In addition to this extraordinary expenditure, \$11,290 11 has been expended on the culvert at Quankey Creek, which was built instead of rebuilding the bridge. This structure, with the reduction of grade at that point (which was the heaviest on the upper end of the Road,) has increased the capacity of the standard freight engine to draw five additional loaded cars to Weldon.

1879

During the year, 700 tons of steel rail have been put in the track, and 700 tons more paid for, that was laid during the previous year. The coming year will require about 1,500 tons, and the next succeeding year about the same. After that time the track can be maintained at less than half that quantity.

Some stockholders have advocated the suspension of dividends until the chair rail—which is twenty-eight miles—shall be renewed with new fish-joint rails, while others believe that small dividends should be made until these renewals are completed. Believing a large majority of the stockholders to be in favor of the latter policy, a dividend of 3 per cent. has been declared on the capital stock of the Company, payable on the 30th of November. It is a subject of congratulation that we have no floating debt, and they think it should be the policy of the Company to keep its finances in that condition.

On the 13th of April last, the Wilmington, Columbia & Augusta Rail Road surrendered the lease of your Road. Soon thereafter the President submitted the following report, viz:

“WILMINGTON, N. C., May 3rd, 1878.

“To the Stockholders of the Wilmington & Weldon Rail Road Company:

“The Wilmington, Columbia & Augusta Rail Road Company having failed to comply with the terms of their lease, on the 15th of April, possession was taken, with their consent, of the Wilmington & Weldon Rail Road and its property, for your Company.

“During the existence of the lease the accounts of the operations of the two Roads have been kept separate—so perfectly separate, that the only question for adjustment is for continuing the joint occupancy of the depot and wharf in this City.

“The consolidation of offices and joint working of terminal expenses have made a large saving for each Company.

“Formerly each had a President, Superintendent, Treasurer, Auditor, Master of Machinery, Master of Transportation, Passenger Agent, General and Local Freight Agents, Telegraph Operator, and other employees; under the joint management

the two Roads have only one of the above named officers, each paying a half instead of the entire salary.

"The following financial statement of the Company is made by the Treasurer to the 1st of April :

Statement of the Financial Condition of the Wilmington & Weldon Rail Road Company, April 1st, 1878.

ASSETS.

Rail Road and appurtenances, including		
Cost of Construction, &c.....	\$3,264,398 99	
New Equipments.....	75,890 23—	\$3,340,289 22
Stock in Wilmington Railway Bridge Co.	10,000 00	
Stock in Wilmington & Weldon R. R. Co.	3,900 00—	13,900 00
Bills Receivable.....	960 74	
Amount due from Post Office Department	6,753 59	
" " " Southern Express Co..	775 23	
" " " other Companies.....	18,885 56	
" " " Individuals.....	249 78	
" " " Agents in service.....	5,099 34	
" " " " out of service.	4,878 88	
" " " Wilmington Railway		
Bridge Co., (Expenditures,)*.....	26,704 76	
Amount due from United States.....	29 08	
Cash.....	28,283 04—	92,620 00
		<u>\$3,446,809 22</u>

LIABILITIES.

Capital Stock, 14,562 Shares, par value	
\$100 each.....	\$1,456,200 00

FUNDED DEBT.

6 per cent. Sterling Bonds, payable in	
London in 1881, £129,740 @ \$5 00 per	
pound.....	\$648,700 00
7 per cent. Sterling Bonds, payable in	
London in 1886, £44,280 @ \$5 00 per	
pound.....	221,400 00
7 per cent. Gold Interest Bonds, payable	
in New York in 1896.....	749,000 00— 1,619,100 00

FLOATING DEBT.

Bills Payable—Due Individuals.....	4,412 00	
Due Individuals and other Companies..	10,679 58	
Due on Pay Rolls.....	12,591 24	
Due on Dividends.....	4,712 00	
Due on Coupon Account.....	127 56	
Due Wilmington Railway Bridge Com-		
pany, (Receipts).....	4,191 61—	36,713 99
Profit and Loss.....		<u>334,795 23</u>
		<u>\$3,446,809 22</u>

J. W. THOMPSON, *Treasurer.*

*This is the amount this Company has paid on account of Construction and Repairs of the Wilmington Railway Bridge Company since the commencement of the work.

It would have been preferable to have made the above report to the 15th of April; but to have done this would have required considerable extra work and a delay until the latter part of May, twenty days being allowed after the end of the month for connecting roads to render their accounts. Since the first of April, the accounts, as heretofore, have been kept entirely separate, as well as the profits during that period. If desired another statement can be rendered hereafter to the 1st of May.

"The net earnings, after payment of operating expenses and interest, have been used in payment of material and labor for improving the Road and its property, to enable it to meet competition, and to retain its business at competitive points. The betterment bonds, given as collateral for money advanced to purchase rails, have been surrendered and cancelled. On the 1st of April there was \$28,283.04 in the Treasury to the use of your Company. The 1st of July about \$48,000.00 will be due for interest; the net earnings will pay this and leave something for the purchase of new rails.

"The following statement, showing the operations of the six months of the year which began on the 1st day of October, 1877, is submitted:

*Statement showing the business of the Wilmington & Weldon
Rail Road Company, from October 1st, 1877, to April
1st, 1878. (Six Months.):*

Assets at commencement of the year.....	\$137,884 62
---	--------------

RECEIPTS.

From Freight.....	\$179,687 13	
“ Passengers	99,233 90	
“ United States Mails....	13,507 20	
“ Southern Express Company.....	4,748 75	
“ United States.....	106 19	
“ Parlor Car	2,173 20	
“ Minor Sources.....	177 37	299,633 74

Received for Sale of Land at Tarboro'.....	500 00	
“ “ “ “ “ Burgaw.....	42 50	542 50

Received for sale of Old Iron.....		7,389 48
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		<u>\$445,450 34</u>
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OPERATING EXPENSES.

Conducting Transportation.....	\$ 37,729 70	
Motive Power.....	37,928 05	
Maintenance of Cars.....	18,969 84	
Maintenance of Roadway.....	63,213 72	
General Expenses.....	7,264 41	—165,105 72
<hr/>		
Interest Coupons.....	54,727 43	
Current Interest.....	2,348 73	— 57,076 16
<hr/>		
Paid on Construction and Property Account... for Improvements.....		1,622 59
Account closed by Profit and Loss.....		19,773 55
Decreased Debt.....		109,252 32
Assets.....		92,620 00
		<hr/>
		\$445,450 34

J. W. THOMPSON, *Treasurer.*

“From this it will appear there has been a further shrinkage of business as compared with the previous year; the loss has been chiefly on local business, because people raise more of their own supplies and travel less.

“At the last annual meeting of the stockholders a committee of five stockholders, residing in the State, gentlemen well known for character and good business habits, were appointed to examine the Road and its equipments, and to compare rates at present with those of former years.

The following is the report of the Committee, except freight tables. From these it appears that there has been a reduction in local rates, since 1869, of about 36 per cent. The rates are about the same as on other Southern roads:

“To the Stockholders of the Wilmington & Weldon Rail Road Company:

“The undersigned, a committee appointed under a resolution adopted by the Stockholders of the Wilmington & Weldon Rail Road Company, at their forty-second (42) annual meeting, ‘to examine the condition of the road of said Company and its equipments, and to compare the rates both for freight and passage at present in force with those of former years, when the management of the affairs of the Company was in the hands of citizens of this State,’ beg leave to submit the following report :

‘On the 23d of April an inspection of the roadway and buildings of the Company, and an examination of its equipments was begun; and every facility for a thorough inspection and examination was offered by the officers of the Company.

“We spent two entire days along the line of the said road, stopping at various places on the route between Wilmington and Weldon. We were much gratified at finding the road-bed in what we conceived to be excellent condition, the same presenting the appearance of having been ditched with care, and ballasted its entire length. The cross ties were sound and the rails in good condition and well laid; but a portion of them will require replacement at an early day.

“From examination and statements received from the officials of the Company, we believe that there are at this time a larger number of engines, passenger and parlor cars than have ever heretofore been on the road, and that the equipments generally are in a much better condition than they have ever been.

“We were furnished a statement by Capt. John F. Divine, Superintendent, showing the quantity of iron and steel rails purchased from the year 1866 to the year 1877, both inclusive, which statement is herewith filed, marked exhibit A. We were likewise furnished by him a statement showing the improvements made on said road since the lease, which statement is herewith filed, marked exhibit B.

“A new road bed is now nearly completed from the town of Halifax, across Quankey Creek, which will straighten the road and shorten the distance about one hundred (100) yards, and lessen the grade at that place so as to increase the capacity of each engine, going North, at least four or five loaded cars.

“There is completed over said Creek a stone culvert of heavy granite masonry, one hundred and thirty-two (132) feet in length, forming the base of a road-bed, which is now being filled in, and which, when completed, will take the place of the wooden bridge, and will be a permanent and substantial improvement.

“At Black Creek the warehouse is not in good condition, and at Magnolia there is none. This Committee begs to suggest

the propriety of building a suitable warehouse at this last named place as soon as the financial condition of the road will admit of it. All other buildings seem to be in fine order and condition, and those at Rocky Mount and Wilson, which are of brick structure, were particularly noticeable for their durability and convenience.

“We were furnished by Mr. A. Pope, General Freight and Passenger Agent, tables showing the comparison of rates of transportation in effect upon the Wilmington & Weldon Rail Road, during the years 1869 to 1878, both inclusive, and a statement showing the comparison of rates of transportation in effect upon the said road April 1st, 1878, as contrasted with like rates on other roads in North Carolina, and on the other leading roads in the Southern States. Likewise, a statement of reduction of classification on leading articles of freight upon said road from 1869 to 1878. These tables are respectively marked A, B, C, D and E, and are herewith appended as a part of our report.

“Respectfully submitted,

FRED. PHILIPS,
A. BRANCH,
WM. A. WRIGHT,
DONALD MACRAE,
W. H. MCRRARY.”

[EXHIBIT A.]

WILMINGTON & WELDON RAIL ROAD.—STATEMENT.
Iron and Steel Rails Purchased.

YEAR.	NO. TONS.	YEAR.	NO. TONS.
1866	1,700	1873	2,002
1867	1,200	1874	1,412
1868	1,500	1875	1,200
1869	1,100	1876	1,300
1870	600	1877	*1,709
1871	352		
1872	902		
7	7,354	5	7,623
Average 1,050 4-7		Average 1,524 3 5	
		*Steel Rails 1,709 Tons.	

43 Steel Switches,..... \$4,515 00

42 “ Frogs,..... 2,081 00

6 “ Switches and Frogs,..... 920 00

\$7,516 60

April 15th, 1878

J. F. DIVINE, *Superintendent.*

[EXHIBIT B.]

WILMINGTON & WELDON RAIL ROAD.—STATEMENT.
Improvements.

Brick Warehouse at Wilson, Platform and Culverts,.....	\$	5,684 00
“ “ “ Rocky Mount,.....		4,500 00
Wood “ “ Toisnot,.....		2,190 00
“ “ “ Faison's,.....		2,190 00
Bridge over Fishing Creek,.....		13,000 00
Culvert over Quankey Creek,.....		10,000 00
Ballasting 130 miles Road-bed,.....		45,500 00
2 Parlor Cars,.....		12,000 00
5 Postal Cars,.....		15,000 00
3 Express Cars,.....		6,000 00
27 Box Cars,.....		16,200 00
17 Platform Cars,.....		8,500 00
Westinghouse Air Brakes,.....		5,000 00
Iron Turn-Table and Lathe,.....		3,301 00
New Boiler Shop,.....		2,277 00
Steam Pump and Hose,.....		1,128 00
9 Locomotives,.....		105,000 00
		\$256,470 00
1 New Locomotive (half finished),.....		5,000 00
1 New Locomotive Boiler,.....		2,000 00
New Engine Shed in Wilmington,.....		1,000 00
Filling Trestles at Fishing Creek,.....		1,200 00
Transfer Table,.....		300 00
		\$265,970 00

“From this report it will be seen that the property, during the lease, was much improved in value, the details of which are given in the report of J. F. Divine, Superintendent, to the Committee. Since the 1st of January, 1872, an annual average of 1,524 tons of new rail has been put in the track, more than double the quantity required had the track been in first-class condition at that time. The fact is noted that new rails will be required at an early day. The road-bed, cross-ties, ditches, rolling stock and most of the track is in first-class condition.

“In the last annual report Superintendent Divine, a man of skill and experience, estimated that 1,500 tons of new rail will be required to keep the track in first-class condition. Some of the old rails last several years, while others, of like appearance, last only a few weeks or months.

“If 1,500 tons were put in the track for two years, after that time not more than 600 tons a year would be required, which would give a reduction in roadway and track expenses of about two per cent. on the Capital Stock of the Company.

“If the Company had the means it would be true economy to replace the old rails with new, which would give a saving in operating expenses, and increased facilities for doing business.

“About one-half of the receipts are from competitive business, the success of which depends much on the condition of the track, especially in the passenger business, since the introduction of first-class ocean steamships to compete for the travel to Florida and the Coast Cities.

“It is for the Stockholders to decide the policy for the renewal of the track: Shall dividends be entirely suspended until the same is put in first-class condition for competitive business? or, shall small dividends be made and the time of repairs be extended over a longer period of time, with less efficiency of track for service and with greater operating expenses?

“The Board of Directors have consulted with a committee of resident stockholders, composed of D. MacRae and others, who agree there is no reason to call a meeting of the Stockholders before the annual meeting in November.

“If new rail was in the place of the old, the present year's

business would yield from 6 to 7 per cent. dividend on the capital stock, notwithstanding the decrease of receipts as compared with the preceding year.

“R. R. BRIDGERS,

“President.”

At the last annual meeting, a committee, consisting of Messrs. Fred. Phillips, A. Branch, W. A. Wright, Donald MacRae and W. H. McRary, was appointed to examine into the Road and its financial condition, all of which, except Freight Tables, is set forth in the Report of 3d of May, and a copy containing the Freight Tables is herewith filed.

The Road runs through an agricultural country and its receipts sympathize very much with the prosperity or depression of that business. While it is hoped that the bottom of the financial depression has been reached, the future alone can tell, but unless worse than heretofore, small dividends can be made and the renewals of rail completed within the next two years.

Respectfully Submitted.

R. R. BRIDGERS,

President.

Superintendent's Report.

WILMINGTON AND WELDON RAIL ROAD COMPANY,

General Superintendent's Office,

WILMINGTON, N. C., Nov. 19th, 1878.

HON. R. R. BRIDGERS, *President Wilmington & Weldon R. R.*

SIR—I have the honor to submit my seventh annual statement of the operations of this Company for the fiscal year ending September 30th, 1878 :

RECEIPTS AND EXPENDITURES.

RECEIPTS.

From through passengers.....	\$ 89,715 73	
“ local passengers.....	81,993 00—	171,708 72
“ through freight.....	117,810 73	
“ local freight.....	156,675 46—	274,486 19
“ express.....		9,119 32
“ U. S. mails.....		28,128 03
“ government transportation.....		135 49
“ parlor cars.		3,002 81
“ minor sources.....		1,234 79
Total receipts.....		\$487,815 36

EXPENDITURES.

By conducting transportation.....	71,009 02	
“ motive power.....	72,031 80	
“ maintenance of cars.....	37,919 51	
“ maintenance of roadway.....	116,614 22	
“ general expenses.....	14,596 08	
	\$312,170 63	
From which can be deducted the following that cannot come under the head of operating the Road :		
Amount paid during present year for new rails put in track last year.....	\$33,491 17	
Amount paid account permanent improvement at Quankey Creek	11,290 11—44,781 28—	267,389 35
Balance in favor net receipts. . .		\$220,426 01
Equal to 54 5-6 per cent. cost of operating.		

ROADWAY DEPARTMENT.

During the past year we have made considerable permanent improvements in this department, important among which is the completion of the stone culvert at Quankey Creek, near Halifax. This culvert, one of the largest in this section of the State, is built in the best and most permanent manner. An accurate account of the cost of this work has been kept, and amounts to \$20,164 54. Of this the sum of \$11,296 11 appears in the operating expenses of the fiscal year; the balance, \$8,874 43 was paid during the year ending Sept. 30th, 1877. The building of this culvert (as I stated in my last annual report) made it necessary to change the line of road a short distance west of the old line. By this change we have been enabled to reduce the grade at that point, and our freight locomotives now pull their entire trains over that portion of the road without being compelled to double same as in former years.

We have also erected at Halifax a neat and substantial frame warehouse.

On account of the large amount of filling at Quankey Culvert, done by our material train, very little work has been performed in the way of ballasting the track. This filling is now about completed, and the ballasting will be resumed at an early day.

During the year we have put in the track 700 tons of steel rail, making in all 2,209 tons of steel rail now in use. In connection with this rail the best and most improved fish-plates and other fastenings were used.

There is a considerable quantity of old rail in the track, which is fast wearing away under the heavy and fast trains we are compelled to run; and I respectfully recommend the purchase of at least 1,500 tons of steel rail each year for the next two years. This, I am sure, will not be more than sufficient to keep the track in good order.

We are now making arrangements for the erection of the much needed warehouse at Magnolia. It will be built of brick, and when completed (and with some slight repairs of buildings at other points) the expense of warehouse repairs will cease for several years to come.

Our wharf at Wilmington is being gradually filled in with ballast from vessels, and at no expense to the Company.

We have purchased 60,305 cross ties and 172,764 feet of trestle timber. The amount of timber purchased is being gradually diminished by the filling in of many of the small trestles along the line of road.

MACHINERY DEPARTMENT.

We have 29 locomotives—25 in service and in good order; 2 laid up awaiting repairs; 1 condemned, and 1 being rebuilt in our shops. For use of locomotives we have purchased 13,335 cords of wood.

I most respectfully request that you authorize the purchase during the coming year of a new steam hammer for this department. The one in use at present is entirely too small for the service required of it, and costs at least double to do the work of a large and more improved one. The kind of hammer that we require will cost about \$2,000, and the saving in labor and fuel will soon pay for the same.

Repairs and renewals, such as keeping the locomotives and cars up to the proper standard, have been fully maintained.

Below please find statement of locomotive performances, as furnished by Master Machinists, and passenger and freight equipment, as per Master Car-BUILDER'S Report :

PERFORMANCE OF LOCOMOTIVES.

Miles run by Passenger engines.....	229,197
“ “ Freight “	177,080
“ “ Gravel “	3,292
“ “ Constructing “	15,740
“ “ Switching “	32,251
Total miles run.....	457,560
Cost per mile for repairs in cents.....	2.09
“ “ Fuel “	0.51
“ “ Stores “	3.31
“ “ E. F. and Wipers in cents.....	4.81
“ “ all other expenses.....	1.81
Total cost per mile run in cents.....	12.53

PASSENGER EQUIPMENT.

First-class passenger coaches.....	11
Second-class passenger coaches.....	8
Mail, baggage and express cars.....	3
Mail and baggage cars.....	2
Express Cars.....	4
Paymaster's cars.....	1
Postal cars.....	1
Parlor cars.....	3
Total.....	33

FREIGHT EQUIPMENT.

Box Cars.....	221
Platform cars.....	129
Gravel Cars.....	20
Total.....	370

TRANSPORTATION DEPARTMENT.

The passenger business of this department shows an increase over the previous year's business of \$10,847 66, while the freights show a falling off of \$66,957 20; of this amount there is a decrease of \$58,101 38 in receipts from through freight traffic.

No doubt a large per centage of this decrease is the result of the washing away of the Seaboard & Roanoke Rail Road bridge last December. This break in our through business forced a large quantity of freight through other channels, which would have passed over our line had the accident not occurred.

I am glad to report an increase of \$2,319 12 in our receipts from the transportation of express freight.

Our trains ran with their usual regularity and freedom from accidents during the year.

The heads of the various departments, and the employees of the same, I take pleasure in saying, have manifested a disposition to look after the Company's affairs that is deserving of the greatest praise.

Respectfully submitted,

JOHN F. DIVINE,

General Supt.

Statement of the Financial Condition of the Wilmington

ASSETS.

Rail Road and Appurtenances, including cost of Construction, &c.....	\$3,264,475 02	
New Equipments.....	75,890 23—	\$3,340,365 25
Stock in Wilmington & Weldon Railway,	3,900 00	
Stock in Wilmington Railway Bridge Co.	10,000 00—	13,900 00
Bills Receivable.....	960 74	
Am't due from Post Office Department,..	6,415 91	
“ “ “ Southern Express Co.,....	524 03	
“ “ “ other Companies,.....	20,426 53	
“ “ “ Individuals,.....	123 01	
“ “ “ Ag'ts in service,..	\$2,466 41	
“ “ “ “ out of “ ..	4,647 98—	7,114 39
“ “ “ Railway Bridge Co.,.....	25,522 40	
“ “ “ United States Governm't,	33,98	
Cash	27,479 96—	88,600 95
		<hr/>
		\$3,442,866 20

Statement Showing the Business of the Wilmington & Wel-

Assets at commencement of year,..... \$137,884 62

RECEIPTS.

From Freights,.....	\$374,486 19	
“ Passengers,	171,708 73	
“ United Mails,.....	28,128 03	
“ Southern Express Company.	9,119 32	
“ United States Government,.....	135 49	
“ Parlor Car,.....	3,002 81	
“ Minor Sources,.....	1,234 79—	487,815 36
“ Interest,.....		25 29
Received for sale of Land,.....		592 50
Mileage of Cars (balance).....		15 07
		<hr/>
		\$626,332 84

and Weldon Rail Road Company, September 30th, 1878.

LIABILITIES.

Capital Stock, 14,562 Shares, par value \$100 each,	\$1,456,200 00
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FUNDED DEBT.

6 per cent. Sterling Bonds, payable in London in 1881, £129,740 @ \$5 per pound,....	\$648,700 00
7 per cent. Sterling Bonds, payable in London in 1886, £44,280 @ \$5 per pound,....	221,400 00
7 per cent. Gold Interest Bonds, payable in New York in 1896,	749,000 00— 1,619,100 00

FLOATING DEBT.

Bills Payable—Due Individuals,.....	6,493 93
Due Individuals and other Companies,....	20,445 53
Wilmington Rail'y Bridge Co., "Receipts,"	8,574 82
Due on Pay Rolls,.....	12,083 50
Unpaid Dividends,.....	4,435 50
Due on Coupons,.....	98 45— 52,131 73
Profit and Loss,.....	315,434 47

\$3,442,866 20

JOHN R. LATTA, *Acting Auditor.*

don R. R. Co., for the Fiscal Year ending Sept. 30th, 1878.

OPERATING EXPENSES.

Conducting Transportation,.....	\$ 71,009 02
Motive Power,.....	72,031 80
Maintenance of Cars,.....	37,919 51
Maintenance of Roadway,.....	116,614 22
General Expenses,.....	14,596 08— 312,170 63
Current Interest,.....	2,557 69
Interest Coupons,.....	107,538 89— 110,096 58
Paid on Construction and Property Account for Real Estate and Improvements,...	1,748 62
Amount of Old Accounts closed to Profit and Loss,.....	19,881 48
Reduced Floating Debt,.....	93,834 58
Assets at close of the Year,.....	88,600 95
	\$626,332 84

J. W. THOMPSON, *Treasurer.*

*Statement of the Gross Receipts and Operating Expenses of the Wilmington and Weldon Rail Road Company from
the 1st of October, 1877, to September 30th, 1878.*

MONTHS.	PASSENGERS.			FREIGHT.			Exp- enses	United States Mails.	Govern- ment Trans- porta- tion.	Parlor Car.	Total Earnings.	Minor Sources	Grand Total.	Expenses.
	Through	Local.	Total.	Through.	Local.	Total.								
1877														
October.	9,419 90	9,607 82	19,027 72	20,757 97	22,976 39	43,734 36	634 42	2,251 19	.....	.....	65,647 69	29 21	65,676 90	29,027 55
November....	6,952 92	6,201 48	13,154 40	13,668 03	20,948 00	34,616 03	935 80	2,251 19	.....	.....	50,957 42	37 20	50,994 62	35,846 66
December. ...	8,955 02	9,097 85	18,052 87	6,855 97	19,045 24	25,901 21	972 89	2,251 23	2 11	.....	47,180 31	28 26	47,208 57	27,430 25
1878														
January.....	9,128 36	9,261 13	18,389 49	8,745 18	15,606 40	24,351 58	759 01	2,251 19	.....	499 43	46,250 70	27 50	46,278 20	29,338 32
February ...	8,696 21	6,300 71	14,996 92	8,887 99	13,769 28	22,657 27	617 76	2,251 19	16 08	726 47	41,265 69	15 00	41,280 69	21,568 39
March	9,885 54	5,726 96	15,612 50	11,368 12	17,058 56	28,426 68	828 87	2,251 21	88 09	947 30	48,154 56	40 20	48,194 76	21,894 55
April.....	11,337 42	5,673 73	17,011 15	9,951 07	12,051 55	22,002 62	1,002 53	2,251 19	.....	691 39	42,958 88	531 61	43,490 49	28,549 85
May.....	6,581 63	5,906 07	12,487 70	7,902 41	6,797 22	14,699 63	991 31	2,251 19	19 28	138 22	30,587 33	301 37	30,888 70	26,286 71
June.....	4,465 44	6,376 29	10,841 73	5,517 28	5,652 55	11,169 83	947 46	3,702 53	10 02	.....	26,671 57	105 14	26,776 71	22,430 62
July.....	4,326 80	5,415 50	9,742 30	5,031 29	5,759 29	10,790 58	606 31	2,138 63	.....	.....	23,277 82	44 25	23,322 07	28,157 60
August.....	4,137 38	6,153 25	10,290 63	7,164 81	6,018 14	13,182 95	298 93	2,138 63	.....	.....	25,911 14	17 05	25,928 19	20,606 20
September....	5,829 11	6,272 21	12,101 32	11,960 61	10,992 84	22,953 45	524 03	2,138 66	.....	.....	37,717 46	58 00	37,775 46	21,032 93
TOTAL.....	89,715 73	81,993 00	171,708 73	117,810 73	156,675 46	274,486 19	9,119 32	28,128 03	135 49	3,002 81	486,580 57	1,234 79	487,815 36	312,169 63

JOHN R. LATTA, Acting Auditor.

Office of Wilmington, Columbia & Augusta R. R. Co.,

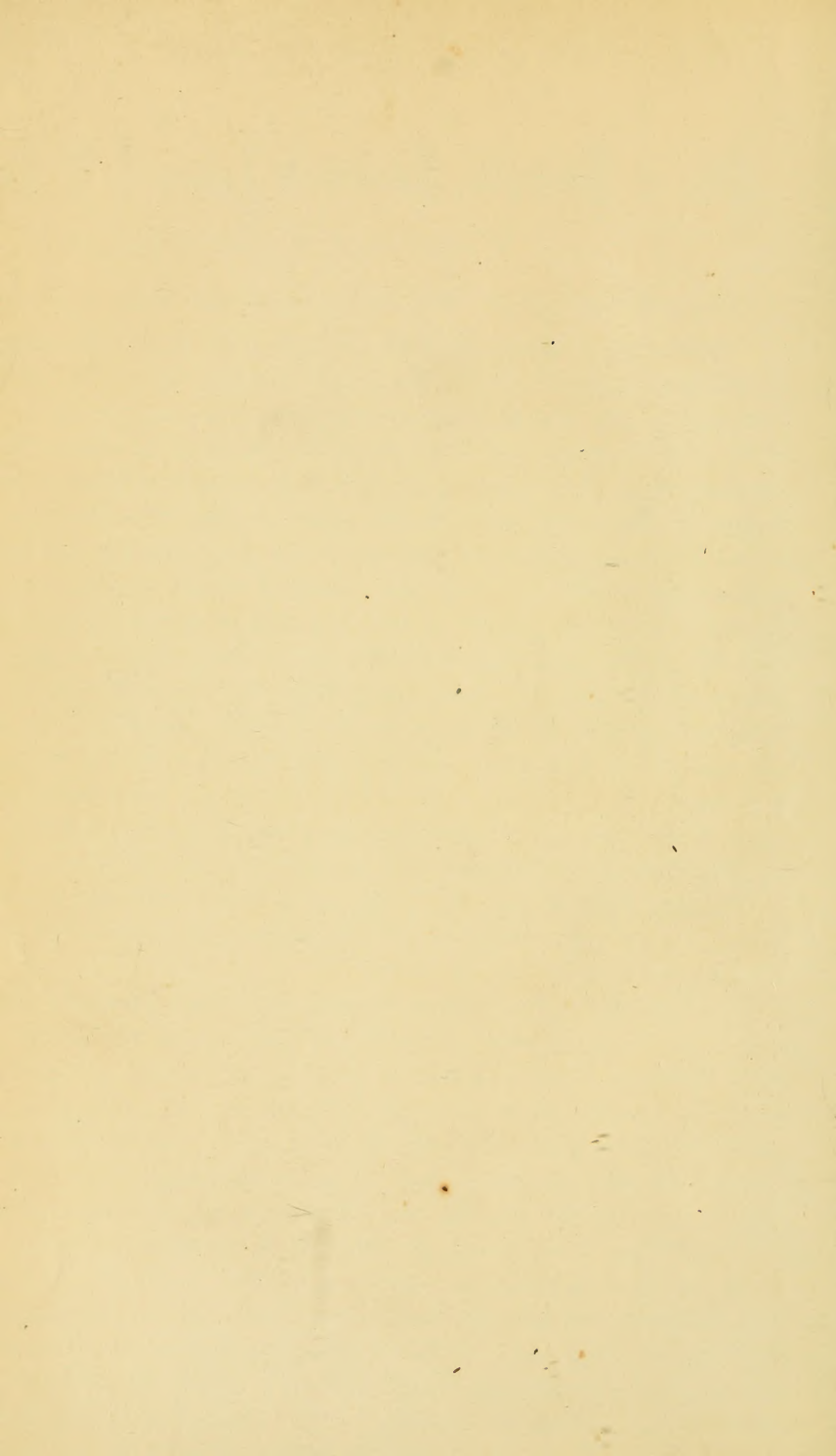
WILMINGTON, N. C., January 12th, 1878.

To the Stockholders of the Wilmington & Weldon Rail Road Co.:

GENTLEMEN:—Since the lease of your Road to the Wilmington Columbia & Augusta R. R. Co., there has been expended on it by the latter Company, in the way of “betterments” and permanent improvements of the property more than Two Hundred and Fifty Thousand Dollars over and above what may properly be termed ordinary working expenses embracing large additions to its real estate, erection of warehouses and stone culverts, equipment of passenger trains with improved Air Brakes substitution of steel for iron rails, increased motive power, &c.; but notwithstanding this greatly improved condition of the Road, such has been the general depression of the business of the country that there has been a falling off in the gross receipts for the year ending September 30th, 1877, of \$56,236.69, as compared with the preceding year, and a decrease of \$112,833.24 as compared with the year ending September 30th, 1875; in consequence of which, and of the large expenditures above referred to, and of the recent heavy loss in revenue caused by the washing away of the Seaboard Rail Road Bridge over the Roanoke River at Weldon, this Company, the Lessee, finds itself unable to provide the means, *by the 15th instant*, to pay the usual semi-annual dividend of $3\frac{1}{2}$ per cent. on your Capital Stock.

The Wilmington, Columbia & Augusta Rail Road Company has not been able, as you are aware, for some time past, to pay the interest on its First Mortgage Bonds, and is in no condition, at present, to borrow the money to meet the payment of the dividends on your stock, without the assent and concurrence of its Bondholders, and in view of the close relations of the two Companies, and the great advantages to both, in the way of economy of operating and other expenses, of being under one administration, it is exceedingly desirable to continue the present relations, and it is proposed to convene a meeting of the Bondholders of this Company at as early day as may be practicable, for the purpose of devising the ways and means to meet fully the requirements of the Lease, and if successful, we hope to be in a condition, within the next ninety days, to meet the payment of the dividend of $3\frac{1}{2}$ per cent. on your Stock for the six months ending January 15th, 1878.

By order of the Board of Directors.



PRESIDENT'S REPORT,

TO THE

STOCKHOLDERS

OF THE

Wilmington & Weldon R. R.

MAY 3RD, 1878.

Morning Star Steam-Presses, Wilmington, N. C.—57

President's Report.

WILMINGTON, N. C., May 3rd, 1878.

To the Stockholders of the Wilmington & Weldon Rail Road Company:

The Wilmington, Columbia & Augusta Rail Road Company having failed to comply with the terms of their lease, on the 15th of April, possession was taken, with their consent, of the Wilmington & Weldon Rail Road and its property, for your Company.

During the existence of the lease the accounts of the operations of the two Roads have been kept separate—so perfectly separate that the only question for adjustment is for continuing the joint occupancy of the depot and wharf in this City.

The consolidation of offices and joint working of terminal expenses have made a very large saving for each Company.

Formerly each had a President, Superintendent, Treasurer, Auditor, Master of Machinery, Master of Transportation, Passenger Agent, General and Local Freight Agents, Telegraph Operator and other employees; under the joint management the two Roads have only one of the above named officers, each paying a half instead of the entire salary.

The following financial statement of the Company is made by the Treasurer to the 1st of April:

*Statement of the Financial Condition of the Wilmington &
Weldon Rail Road Company, April 1st, 1878.*

ASSETS.

Rail Road and appurtenances, including		
Cost of Construction, &c.,.....	\$3,264,398 99	
New Equipments,.....	75,890 23—	\$3,340,289 22
Stock in Wilmington Railway Bridge Co.	10,000 00	
Stock in Wilmington & Weldon R. R. Co.	3,900 00—	13,900 00
Bills Receivable,.....	960 74	
Amount due from Post Office Department	6,753 59	
“ “ “ Southern Express Co.,	775 23	
“ “ “ other Companies,.....	18,885 56	
“ “ “ Individuals,.....	249 78	
“ “ “ Agents in service,.....	5,099 34	
“ “ “ “ out of service,.	4,878 88	
“ “ “ Wilmington Railway		
Bridge Co., (Expenditures),*.....	26,704 76	
Amount due from United States,.....	29 08	
Cash,.....	28,283 04—	92,620 00
		<u>\$3,446,809 22</u>

LIABILITIES.

Capital Stock, 14,562 Shares, par value	
\$100 each,	\$1,456,200 00

FUNDED DEBT.

6 per cent. Sterling Bonds, payable in		
London in 1881, £129,740 @ \$5.00 per		
pound,	\$648,700 00	
7 per cent. Sterling Bonds, payable in		
London in 1886, £44,280 @ \$5.00 per		
pound,	221,400 00	
7 per cent. Gold Interest Bonds, payable		
in New York in 1896,.....	749,000 00—	1,619,100 00

FLOATING DEBT.

Bills Payable—Due Individuals,.....	4,412 00	
Due Individuals and other Companies, .	10,679 58	
Due on Pay Rolls,.....	12,591 24	
Due on Dividends,.....	4,712 00	
Due on Coupon Account,.....	127 56	
Due Wilmington Railway Bridge Com-		
pany, (Receipts),.....	4,191 61—	36,713 99
Profit and Loss,.....		334,795 23
		<u>\$3,446,809 22</u>

J. W. THOMPSON, *Treasurer.*

*This is the amount this Company has paid on account of Construction and Repairs of the Wilmington Railway Bridge Company since the commencement of the work.

It would have been preferable to have made the above report to the 15th of April; but to have done this would have required considerable extra work and a delay until the latter part

of May, twenty days being allowed after the end of the month for connecting roads to render their accounts. Since the first of April the accounts, as heretofore, have been kept entirely separate, as well as the profits during that period. If desired another statement can be rendered hereafter to the 1st of May.

The net earnings, after payment of operating expenses and interest, have been used in payment of material and labor for improving the Road and its property, to enable it to meet competition and to retain its business at competitive points. The betterment bonds, given as a collateral for money advanced to purchase rails, have been surrendered and cancelled. On the 1st of April there was \$28,283.04 in the Treasury to the use of your Company. The 1st of July about \$48,000.00 will be due for interest; the net earnings will pay this and leave something for the purchase of new rails.

The following statement, showing the operations of the six months of the year which began on the 1st day of October, 1877, is submitted :

*Statement showing the Business of the Wilmington & Weldon
Rail Road Company, from October 1st, 1877, to April
1st, 1878. (Six Months.):*

Assets at commencement of the year..... \$137,884 62

RECEIPTS.

From Freight	\$179,687 13	
“ Passengers,.....	99,233 90	
“ United States Mails,.....	13,507 20	
“ Southern Express Company,.....	4,748 75	
“ United States,.....	106 19	
“ Parlor Car.	2,173 20	
“ Minor Sources,.....	177 37—	299,633 74

Received for Sale of Land at Tarboro',.....	500 00	
“ “ “ “ “ Burgaw,.....	42 50—	542 50

Received for sale of Old Iron,.....		7,389 48
-------------------------------------	--	----------

\$445,450 34

OPERATING EXPENSES.

Conducting Transportation,.....	\$37,729 70	
Motive Power,....	37,928 05	
Maintenance of Cars,.....	18,969 84	
Maintenance of Roadway,.....	63,213 72	
General Expenses,	7,264 41—	\$165,105 72

Interest Coupons,.....	54,727 43	
Current Interest,.....	2,348 73—	57,076 16

Paid on Construction and Property Account for Improvements,		1,622 59
Account closed by Profit and Loss,.....		19,773 55
Decreased Debt,		109,252 32
Assets,.....		92,620 00

\$445,450 34

J. W. THOMPSON, *Treasurer.*

From this it will appear there has been a further shrinkage of business as compared with the previous year; the loss has been chiefly on local business, because people raise more of their own supplies and travel less.

At the last annual meeting of the stockholders a committee of five stockholders, residing in the State, gentlemen well known for character and good business habits, were appointed to examine the road and its equipments, and to compare rates at present with those of former years.

The following is the report of the Committee, except freight tables. From these it appears that there has been a reduction

in local rates, since 1869, of about 36 per cent. The rates are about the same as on other Southern Roads :

To the Stockholders of the Wilmington & Weldon Rail Road Company :

The undersigned, a committee appointed under a resolution adopted by the Stockholders of the Wilmington & Weldon Rail Road Company, at their forty-second (42) annual meeting, "to examine the condition of the road of said Company and its equipments; and to compare the rates both for freight and passage at present in force with those of former years, when the management of the affairs of the Company was in the hands of citizens of this State," beg leave to submit the following report :

On the 23d of April an inspection of the road-way and buildings of the Company, and an examination of its equipments, was begun; and every facility for a thorough inspection and examination was offered by the officers of the Company.

We spent two entire days along the line of the said road, stopping at various places on the route between Wilmington and Weldon. We were much gratified in finding the road-bed in what we conceived to be excellent condition, the same presenting the appearance of having been ditched with care and ballasted its entire length. The cross-ties were sound and the rails in good condition and well laid, but a portion of them will require replacement at an early day.

From examination and statements received from the officials of the Company, we believe that there are at this time a larger number of engines, passenger and parlor cars than have ever heretofore been on the road, and that the equipments generally are in a much better condition than they ever have been.

We were furnished a statement by Capt. John F. Divine, Superintendent, showing the quantity of iron and steel rails purchased from the year 1866 to the year 1877, both inclusive, which statement is herewith filed, marked exhibit A. We were likewise furnished by him a statement showing the improvements made on said road since the lease, which statement is herewith filed, marked exhibit B.

A new road-bed is now nearly completed from the town of Halifax, across Quankey Creek, which will straighten the road and shorten the distance about one hundred yards (100 yards), and lessen the grade at that place so as to increase the capacity of each engine, going North, at least four or five loaded cars.

There is completed over said Creek, a stone culvert of heavy granite masonry one hundred and thirty-two feet (132) in length, forming the base of a road-bed, which is now being filled in, and which, when completed, will take the place of the wooden bridge, and will be a permanent and substantial improvement.

At Black Creek the warehouse is not in good condition, and at Magnolia there is none. This Committee begs to suggest the propriety of building a suitable warehouse at this last named place as soon as the financial condition of the road will admit of it. All other buildings seem to be in fine order and condition, and those at Rocky Mount and Wilson, which are of brick structure, were particularly noticeable for their durability and convenience.

We were furnished by Mr. A. Pope, General Freight and Passenger Agent, tables showing the comparison of rates of transportation in effect upon the Wilmington & Weldon Rail Road during the years 1869 to 1878, both inclusive, and a statement showing the comparison of rates of transportation in effect upon the said road April 1st, 1878, as contrasted with like rates on other roads in North Carolina, and on the other leading roads in the Southern States. Likewise a statement of reduction of classification on leading articles of freight upon said road from 1869 to 1878. These tables are respectively marked A, B, C, D and E, and are herewith appended as a part of our report.

Respectfully submitted,

FRED. PHILIPS,
A. BRANCH,
WM. A. WRIGHT,
DONALD MACRAE,
W. H. MC RARY.

[EXHIBIT A.]

WILMINGTON & WELDON RAIL ROAD.—STATEMENT.

Iron and Steel Rails Purchased.

YEAR.	NO. TONS.	YEAR.	NO. TONS.
1866	1,700	1873	2,002
1867	1,200	1874	1,412
1868	1,500	1875	1,200
1869	1,100	1876	1,300
1870	600	1877	*1,709
1871	352		
1872	902		
7	7,354	5	7,623
Average 1,050 4-7		Average 1,524 3-5	
		*Steel Rails 1,709 Tons.	

43 Steel Switches,.....	\$4,515 00
42 " Frogs,.....	2,081 00
6 " Switches and Frogs,.....	920 00

\$7,516 00

April 15th, 1878.

J. F. DIVINE, *Superintendent.*

[EXHIBIT B.]

WILMINGTON & WELDON RAIL ROAD.—STATEMENT.

Improvements.

Brick Warehouse at Wilson, Platform and Culverts,.....	\$ 5,684 00
" " " Rocky Mount,.....	4,500 00
Wood " " Toisnot,	2,190 00
" " " Faison's,	2,190 00
Bridge over Fishing Creek,.....	13,000 00
Culvert over Quankey Creek,.....	10,000 00
Ballasting 130 miles Road-bed,	45,500 00
2 Parlor Cars,.....	12,000 00
5 Postal Cars,.....	15,000 00
3 Express Cars,	6,000 00
27 Box Cars,	16,200 00
17 Platform Cars,	8,500 00
Westinghouse Air Brakes,.....	4,000 00
Iron Turn-Table and Lathe,	3,301 00
New Boiler Shop,	2,277 00
Steam Pump and Hose,	1,128 00
9 Locomotives,.....	105,000 00
	<hr/>
	\$256,470 00
1 New Locomotive (half finished),	5,000 00
1 New Locomotive Boiler,.....	2,000 00
New Engine Shed in Wilmington,.....	1,000 00
Filling Trestles at Fishing Creek,.....	1,200 00
Transfer Table,	300 00
	<hr/>
	\$265,970 00

From this report it will be seen that the property, during the lease, was much improved in value, the details of which are given in the report of J. F. Divine, Superintendent, to the Committee. Since the 1st of January, 1872, an annual average of 1,524 tons of new rail has been put in the track, more than double the quantity required had the track been in first-class condition at that time. The fact is noted that new rails will be required at an early day. The road-bed, cross-ties, ditches, rolling stock and most of the track is in first-class condition.

In the last annual report Superintendent Divine, a man of skill and experience, estimated, from actual count, twenty-nine miles of old rail, which has been in use about twenty-five years, and that 1,500 tons of new rail will be required to keep the track in first-class condition. Some of the old rails last several years, while others, of like appearance, last only a few weeks or months.

If 1,500 tons were put in the track for two years, after that time not more than 600 tons a year would be required, which would give a reduction in roadway and track expenses of about two per cent. on the Capital Stock of the Company.

If the Company had the means it would be true economy to replace the old rails with new, which would give a saving in operating expenses, and increased facilities for doing business.

About one-half of the receipts are from competitive business, the success of which depends much on the condition of the track, especially in the passenger business, since the introduction of first-class ocean steamships to compete for the travel to Florida and the Coast Cities.

It is for the Stockholders to decide the policy for the renewal of the track: Shall dividends be entirely suspended until the same is put in first-class condition for competitive business? or, shall small dividends be made and the time of repairs be extended over a longer period of time, with less efficiency of track for service and with greater operating expenses?

The Board of Directors have consulted with a committee of

resident Stockholders, composed of D. MacRae and others, who agree there is no reason to call a meeting of the Stockholders before the annual meeting in November.

If new rail was in the place of the old, the present year's business would yield from 6 to 7 per cent. dividend on the capital stock, notwithstanding the decrease of receipts as compared with the preceding year.

R. R. BRIDGERS,
President.

COMMITTEE'S REPORT

TO THE

STOCKHOLDERS

OF THE

Wilmington & Weldon R. R.



APRIL 25TH, 1878.

Morning Star Steam-Presses, Wilmington, N. C.—58

Committee's Report.

WILMINGTON, N. C., April 25th, 1878.

To the Stockholders of the Wilmington & Weldon Rail Road Company:

The undersigned, a committee appointed under a resolution adopted by the Stockholders of the Wilmington & Weldon Rail Road Company, at their forty-second (42) annual meeting, "to examine the condition of the road of said Company and its equipments; and to compare the rates both for freight and passage at present in force with those of former years, when the management of the affairs of the Company was in the hands of citizens of this State," beg leave to submit the following report:

On the 23d of April an inspection of the road-way and buildings of the Company, and an examination of its equipments, was begun; and every facility for a thorough inspection and examination was offered by the officers of the Company.

We spent two entire days along the line of the said road, stopping at various places on the route between Wilmington and Weldon. We were much gratified in finding the road-bed in what we conceived to be excellent condition, the same presenting the appearance of having been ditched with care and ballasted its entire length. The cross-ties were sound and the rails in good condition and well laid, but a portion of them will require replacement at an early day.

From examination and statements received from the officials of the Company, we believe that there are at this time a larger number of engines, passenger and parlor cars than have ever heretofore been on the road, and that the equipments generally are in a much better condition than they ever have been.

We were furnished a statement by Capt. John F. Divine, Superintendent, showing the quantity of iron and steel rails purchased from the year 1866 to the year 1877, both inclusive, which statement is herewith filed, marked exhibit A. We were likewise furnished by him a statement showing the improvements made on said road since the lease, which statement is herewith filed, marked exhibit B.

A new road-bed is now nearly completed from the town of Halifax, across Quankey Creek, which will straighten the road and shorten the distance about one hundred yards (100 yards), and lessen the grade at that place so as to increase the capacity of each engine, going North, at least four or five loaded cars.

There is completed over said Creek, a stone culvert of heavy granite masonry one hundred and thirty-two feet (132) in length, forming the base of a road-bed, which is now being filled in, and which, when completed, will take the place of the wooden bridge, and will be a permanent and substantial improvement.

At Black Creek the warehouse is not in good condition, and at Magnolia there is none. This Committee begs to suggest the propriety of building a suitable warehouse at this last named place as soon as the financial condition of the road will admit of it. All other buildings seem to be in fine order and condition, and those at Rocky Mount and Wilson, which are of brick structure, were particularly noticeable for their durability and convenience.

We were furnished by Mr. A. Pope, General Freight and Passenger Agent, tables showing the comparison of rates of transportation in effect upon the Wilmington & Weldon Rail Road during the years 1869 to 1878, both inclusive, and a statement showing the comparison of rates of transportation in effect upon the said road April 1st, 1878, as contrasted with

like rates on other roads in North Carolina, and on the other leading roads in the Southern States. Likewise a statement of reduction of classification on leading articles of freight upon said road from 1869 to 1878. These tables are respectively marked A, B, C, D and E, and are herewith appended as a part of our report.

Respectfully submitted,

FRED. PHILIPS,
A. BRANCH,
WM. A. WRIGHT,
DONALD MACRAE,
W. H. MCRRARY.

[EXHIBIT A.]

WILMINGTON & WELDON RAIL ROAD.—STATEMENT.

Iron and Steel Rails Purchased.

YEAR.	NO. TONS.	YEAR.	NO. TONS.
1866	1,700	1873	2,002
1867	1,200	1874	1,412
1868	1,500	1875	1,200
1869	1,100	1876	1,300
1870	600	1877	*1,709
1871	352		
1872	902		
7	7,354	5	7,623
Average 1,050 4-7		Average 1,524 3-5	
		*Steel Rails 1,709 Tons.	

43 Steel Switches,.....	\$4,515 00
42 " Frogs,.....	2,081 00
6 " Switches and Frogs,.....	920 00

\$7,516 00

April 15th, 1878.

J. F. DIVINE, *Superintendent.*

[EXHIBIT B.]

WILMINGTON & WELDON RAIL ROAD.—STATEMENT.

Improvements.

Brick Warehouse at Wilson, Platform and Culverts,.....	\$	5,684 00
“ “ “ Rocky Mount,.....		4,500 00
Wood “ “ Toisnot,		2,190 00
“ “ “ Faison's,.....		2,190 00
Bridge over Fishing Creek,.....		13,000 00
Culvert over Quankey Creek,.....		10,000 00
Ballasting 130 miles Road-bed,		45,500 00
2 Parlor Cars,.....		12,000 00
5 Postal Cars,.....		15,000 00
3 Express Cars,		6,000 00
27 Box Cars,.....		16,200 00
17 Platform Cars,		8,500 00
Westinghouse Air Brakes,.....		4,000 00
Iron Turn-Table and Lathe,		3,301 00
New Boiler Shop, ..		2,277 00
Steam Pump and Hose,		1,128 00
9 Locomotives,.....		105,000 00
		<hr/>
		\$256,470 00
1 New Locomotive (half finished),		5,000 00
1 New Locomotive Boiler,.....		2,000 00
New Engine Shed in Wilmington,.....		1,000 00
Filling Trestles at Fishing Creek,.....		1,200 00
Transfer Table,		300 00
		<hr/>
		\$265,970 00

April 15th, 1878.

J. F. DIVINE, *Superintendent.*

[TABLE A.]

Comparison of Rates of Transp

BETWEEN WILMINGTON AND	How Charged	CASTLE HAYNE.		ROCKY POINT.		BURGAU.		SO. W.	
		1869	1878	Percentage of Reduction.	1869	1878	Percentage of Reduction.	1869	1878
First Class.....	Per 100.	20	15	(27 ½ p.c.)	20	20	(4 p.c.)	20	25
Second Class.....	Per 100.	16	12		16	15		35	25
Third Class.....	Per 100.	12	10		12	12		25	15
Fourth Class.....	Per 100.	10	8		10	15		20	15
Fifth Class.....	Per 100.	10	6		10	15		20	12
Sixth Class.....	Per 100.	10	6		10	8		20	10
SPECIALS.									
Corn and Wheat .	Bushel.	5	4		5	5		6	5
Flour.....	Bbl.	15	20	(4 7-10 p.c.)	15	20		29	20
Bacon.....	Per 100.	12	8		12	10		25	1
Molasses.....	Hhd.	200	144	(26 ½ p.c.)	200	152		300	258
Lumber.....	M.	250	175		250	250		300	28
Cotton.....	Bale.	50	25		50	60		150	9
Salt.....	Sack.	25	10		25	15		35	1
Whiskey.....	Bbl.	50	35		50	42		75	5
Fertilizers.....	Ton.	100	100		100	125		175	15
Beef and Pork...	Bbl.	33	26		33	27		66	4

BETWEEN WILMINGTON AND	How Charged	GOLDSBORO'.		FREMONT.		BLACK CREEK.		W.	
		1869	1878	Percentage of Reduction.	1869	1878	Percentage of Reduction.	1869	1878
First Class.....	Per 100.	80	40	(49 1-10 p.c.)	90	60	(33 2-10 p.c.)	100	6
Second Class.....	Per 100.	65	35		75	50		85	5
Third Class.....	Per 100.	50	30		55	40		60	4
Fourth Class.....	Per 100.	30	25		35	30		40	3
Fifth Class.....	Per 100.	30	20		35	25		40	2
Sixth Class.....	Per 100.	30	15		35	15		40	1
SPECIALS.									
Corn and Wheat .	Bushel.	8	8		12	9		12	9
Flour.....	Bbl.	43	40		50	50		57	5
Bacon.....	Per 100.	50	15	(28 7-10 p.c.)	55	30		60	3
Molasses.....	Hhd.	459	324		475	342		500	37
Lumber.....	M.	425	325		450	350		500	35
Cotton.....	Bale.	125	100		175	175		200	18
Salt.....	Sack.	45	30		50	25		50	2
Whiskey.....	Bbl.	150	105		175	140		200	14
Fertilizers.....	Ton.	250	200		275	225		300	25
Beef and Pork...	Bbl.	165	83		182	99		198	9

on in effect upon the Wilmington & Weldon Rail Road, during the Years 1869 to 1878, inclusive.

STATION.	LEESBURG.		DUPLIN ROAD.		TEACHEY'S.		ROSE HILL.		MAGNOLIA.		WARSAW.		FAISON'S.		MOUNT OLIVE.		DUDLEY.	
	1869	1878	Percentage of Reduction.	1869	1878	Percentage of Reduction.	1869	1878	Percentage of Reduction.	1869	1878	Percentage of Reduction.	1869	1878	Percentage of Reduction.	1869	1878	Percentage of Reduction.
Station.	40	30	(30 p.c.)	50	30	(40 3-10 p.c.)	50	30	(41 4-10 p.c.)	60	30	(50 p.c.)	60	30	(50 p.c.)	80	45	(43 7-10 p.c.)
	35	25		45	25		45	25		55	25		55	30		65	40	
	25	20		35	20		35	20		45	20		45	25		50	35	
	20	15		25	15		25	15		30	18		30	20		30	30	
	20	12		25	12		25	15		30	15		30	17		30	20	
	20	10		25	10		25	12		30	12		30	13		30	13	
	7	6	(13 3-10 p.c.)	8	6	(21 4-10 p.c.)	8	6	(21 4-10 p.c.)	9	6	(33 3-10 p.c.)	9	7	(22 1-10 p.c.)	11	8	(27 1-10 p.c.)
	26	30		40	30		40	30		40	30		40	35		50	40	
	23	15		35	15		35	15		45	10		45	30		50	30	
	300	252	(16 3-10 p.c.)	350	288	(17 3-10 p.c.)	350	324	(7 1-10 p.c.)	375	324	(13 3-10 p.c.)	375	324	(13 3-10 p.c.)	425	324	(23 3-10 p.c.)
	300	300		325	300		325	300		350	300		350	300		400	300	
	150	120	(20 p.c.)	175	135	(22 1-10 p.c.)	175	150	(15 p.c.)	175	150		175	150		175	150	
	35	20		38	20		38	20		40	20		40	20		45	25	
	75	70		100	70		100	70		100	70		100	88		125	123	
	175	150	(14 3-10 p.c.)	200	150	(25 p.c.)	200	175	(12 1-10 p.c.)	225	175	(22 1-10 p.c.)	225	175	(22 1-10 p.c.)	250	200	(20 p.c.)
	83	50		83	50		83	50		99	59		99	66		99	99	
	100	60	(40 p.c.)	85	55	(34 3-10 p.c.)	85	55	(35 3-10 p.c.)	85	55	(35 3-10 p.c.)	85	55	(35 3-10 p.c.)	85	55	(35 3-10 p.c.)
	60	40		60	45		60	45		60	40		60	45		60	45	
	40	30		40	35		40	35		40	35		40	35		40	35	
	40	25		40	30		40	30		40	25		40	30		40	30	
	40	15		40	20		40	20		40	20		40	20		40	20	
	22	9	(59 1-10 p.c.)	12	9	(25 p.c.)	12	10	(16 2-10 p.c.)	12	10		12	10		12	10	
	27	50		57	60		57	60		57	60		57	60		57	60	
	60	30	(50 p.c.)	60	30	(50 p.c.)	60	35	(41 2-10 p.c.)	60	35	(41 2-10 p.c.)	60	35	(41 2-10 p.c.)	60	35	(41 2-10 p.c.)
	500	378		500	396		500	414		500	414		500	432		500	432	
	500	350		500	400		500	450		500	450		500	450		500	450	
	200	200		200	200		200	200		200	200		200	200		200	200	
	50	25		50	25		50	25		50	25		50	25		50	25	
	200	140	(30 p.c.)	200	157	(21 1-10 p.c.)	200	157	(21 1-10 p.c.)	150	140		200	157		200	157	
	300	250		300	275		300	300		300	300		300	300		300	300	
	140	99		140	115		140	115		140	115		140	115		140	115	

A. POPE, General Freight Agent.

Comparison of Rates of Transportation in effect upon the Wilmington & Weldon Rail Road, during the Years 1869 to 1878, inclusive.

A. POPE, *General Freight Agent.*

[TABLE C.] COMPARISON OF RATES OF TRANSPORTATION IN EFFECT UPON THE WILMINGTON & WELDON R. R., APRIL 1ST, 1878, AS CONTRASTED WITH LIKE RATES ON OTHER ROADS IN NORTH CAROLINA.

ARTICLES.	How Charged.	10 Miles.					20 Miles.					30 Miles.					40 Miles.					50 Miles.					60 Miles.				
		W. & W. R. R.	R. & G. R. R.	C. C. R. R.	R. & D. R. R. (N. C. Div.)	W. N. C. R. R.	W. & W. R. R.	R. & G. R. R.	C. C. R. R.	R. & D. R. R. (N. C. Div.)	W. N. C. R. R.	W. & W. R. R.	R. & G. R. R.	C. C. R. R.	R. & D. R. R. (N. C. Div.)	W. N. C. R. R.	W. & W. R. R.	R. & G. R. R.	C. C. R. R.	R. & D. R. R. (N. C. Div.)	W. N. C. R. R.	W. & W. R. R.	R. & G. R. R.	C. C. R. R.	R. & D. R. R. (N. C. Div.)	W. N. C. R. R.					
		Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100				
First Class,....	Per 100	15	18	15	12	12	25	28	26	25	23	25	33	40	29	27	30	37	45	33	31	30	39	60	37	35	35	41	60	42	40
Second Class,...	Per 100	12	16	14	16	17	20	23	20	22	21	20	28	35	25	24	25	31	35	29	27	25	32	50	33	31	30	34	50	36	34
Third Class,...	Per 100	10	14	12	14	15	15	20	18	19	19	15	22	30	22	22	20	24	30	25	24	20	26	40	28	27	30	28	40	30	30
Fourth Class,...	Per 100	8	12	11	10	13	13	17	16	15	17	13	19	25	17	19	15	21	25	20	22	18	23	21	19	19	25	25	22	21	21
Fifth Class,....	Per 100	6	10	10	7	9	12	13	12	13	12	12	15	17	15	15	12	17	18	17	17	15	18	21	19	19	20	19	22	21	21
Sixth Class,....	Per 100	6	10	9	7	9	10	13	10	11	12	10	15	13	13	15	10	17	14	14	17	12	18	20	16	19	13	19	20	18	21
SPECIALS.																															
Corn,.....	Bushel.	4	4	4	3	4	5	5	5	4	5.5	5	5	6	5	5	6	6	7	6	6	6	7	8	7	7	7	8	7	7	7
Flour,.....	Bbl.	20	20	18	14	18	30	22	20	22	24	30	24	26	26	30	30	26	28	28	34	30	28	40	32	38	40	30	40	36	42
Bacon,.....	Per 100	8	12	10	3	9	13	17	12	13	12	13	19	17	15	15	15	21	18	17	17	18	23	21	19	19	25	25	22	21	21
Cotton,.....	Bale.	25	75	50	68	7	80	90	80	95	95	95	100	125	113	131	135	110	135	131	150	120	140	148	150	130	140	162	140	162	21
Salt,.....	Sack.	10	12	16	14	11	15	13	17	22	125	18	14	20	26	15	20	15	25	28	16	20	16	30	32	18	20	16	30	36	20
Fertilizers,....	Ton.	100	100	75	105	100	135	140	115	138	130	150	150	145	157	150	150	160	150	165	155	175	170	165	180	165	175	180	170	200	175

ARTICLES.	How Charged.	70 Miles.					80 Miles.					90 Miles.					100 Miles.					*110 Miles.								
		W. & W. R. R.	R. & G. R. R.	C. C. R. R.	R. & D. R. R. (N. C. Div.)	W. N. C. R. R.	W. & W. R. R.	R. & G. R. R.	C. C. R. R.	R. & D. R. R. (N. C. Div.)	W. N. C. R. R.	W. & W. R. R.	R. & G. R. R.	C. C. R. R.	R. & D. R. R. (N. C. Div.)	W. N. C. R. R.	W. & W. R. R.	R. & G. R. R.	C. C. R. R.	R. & D. R. R. (N. C. Div.)	W. N. C. R. R.	W. & W. R. R.	R. & G. R. R.	C. C. R. R.	R. & D. R. R. (N. C. Div.)	W. N. C. R. R.				
		Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100	Per 100			
First Class,....	Per 100	45	42	65	46	44	45	44	70	50	47	60	45	75	55	51	60	45	85	50	55	60		85	62	58				
Second Class,...	Per 100	40	36	55	40	38	40	38	60	43	41	50	40	65	47	45	50	40	75	50	48	50		75	53	51				
Third Class,...	Per 100	35	30	49	33	33	35	32	50	36	36	40	34	50	39	39	40	34	60	42	42	40		60	44	44				
Fourth Class,...	Per 100	30	27	35	27	28	30	29	35	29	31	30	29	38	32	33	30	29	50	34	33	30		50	36	38				
Fifth Class,....	Per 100	20	20	25	23	23	20	21	25	25	25	25	22	30	27	27	25	22	30	29	29	25		30	31	31				
Sixth Class,....	Per 100	13	20	21	19	23	13	21	23	21	25	15	22	25	23	27	15	22	25	24	29	15		26	26	21				
SPECIALS.																														
Corn,.....	Bushel.	8	8	10	8	8	8	8	10	8	8	9	8	10	9	9	9	8	11	10	10	9		11	11	10				
Flour,.....	Bbl.	40	31	42	38	46	40	32	46	50	50	50	33	50	46	54	50	33	50	48	58	50		52	52	62				
Bacon,.....	Per 100	30	27	25	23	23	30	29	25	25	25	30	29	30	27	27	30	29	30	29	29	30		30	31	31				
Cotton,.....	Bale.	160	140	140	177	175	175	150	140	189	194	175	150	140	194	194	175	150	150	194	180	180		140	198					
Salt,.....	Sack.	25	17	32	38	22	25	18	35	42	24	15	19	40	46	26	25	20	40	48	26	25		45	52	28				
Fertilizers,....	Ton.	200	190	195	220	185	200	200	205	220	195	225	200	240	240	205	250	200	265	240	215	250		265	255	225				

*110 Miles is the maximum distance for which rates are computed.

A. POPE, General Freight Agent.

COMPARISON OF RATES OF TRANSPORTATION IN EFFECT UPON THE WILMINGTON & WELDON R. R., APRIL 1ST, 1878, AS COMPARED WITH LIKE RATES ON OTHER LEADING ROADS IN THE SOUTHERN STATES.

ARTICLES.	How Charged.	10 Miles.					20 Miles.					30 Miles.					40 Miles.					50 Miles.					60 Miles.					
		W. & W. R. R.	E. T. Va. & Ga. R. R.	W. & A. R. R.	Ga. Central R. R.	Western R. R. of Ala.	W. & W. R. R.	E. T. Va. & Ga. R. R.	W. & A. R. R.	Ga. Central R. R.	Western R. R. of Ala.	W. & W. R. R.	E. T. Va. & Ga. R. R.	W. & A. R. R.	Ga. Central R. R.	Western R. R. of Ala.	W. & W. R. R.	E. T. Va. & Ga. R. R.	W. & A. R. R.	Ga. Central R. R.	Western R. R. of Ala.	W. & W. R. R.	E. T. Va. & Ga. R. R.	W. & A. R. R.	Ga. Central R. R.	Western R. R. of Ala.	W. & W. R. R.	E. T. Va. & Ga. R. R.	W. & A. R. R.	Ga. Central R. R.	Western R. R. of Ala.	
First Class,....	Per 100	15	18	30	65	34	25	20	37	65	39	25	23	40	65	45	30	26	45	70	50	30	34	50	70	55	35	36	55	75	60	
Second Class,...	Per 100	12	18	21	45	25	20	18	35	45	30	20	20	22	45	35	25	24	33	50	32	25	30	36	50	40	30	32	43	55	42	
Third Class,....	Per 100	10	16	19	30	20	15	16	23	30	24	15	18	27	30	29	20	21	30	35	32	20	26	33	35	35	30	27	37	40	36	
Fourth Class,...	Per 100	8	15	16	25	15	12	15	22	25	17	13	17	23	25	19	15	20	25	30	21	18	22	27	30	23	25	23	30	33	25	
Fifth Class,....	Per 100	6	9	16	22	10	12	9	22	22	13	12	10	23	22	15	12	12	25	25	16	15	15	25	25	17	20	15	30	28	18	
Sixth Class,....	Per 100	6	9	16	20	10	10	9	22	20	13	10	10	22	20	15	10	12	25	32	16	12	15	27	32	17	13	15	30	23	18	
SPECIALS.																																
Corn,.....	Bushel.	4	5	6	8	6	5	5	6	8	7	5	6	7	8	8	6	7	7	10	9	6	6	8	7	10	10	7	8	7	10	10
Flour,.....	Bbl.	20	22	25	40	30	30	22	28	40	34	30	24	32	40	32	30	29	34	44	42	30	36	36	44	46	40	36	39	46	50	
Bacon,.....	Per 100	8	15	16	20	15	13	15	22	20	17	13	17	23	20	19	15	20	25	22	21	18	22	27	22	23	25	23	30	23	25	
Cotton,.....	Bale.	25	70	80	20	15	80	72	80	20	17	95	81	100	20	19	135	95	100	100	32	150	97	100	100	122	150	122	100	100	25	
Salt,.....	Sack.	10	13	13	20	20	15	14	15	20	26	18	15	16	20	20	20	16	16	20	32	20	18	18	20	34	20	20	20	25	36	
Fertilizers,....	Ton.	100	133	125	160	80	125	137	150	160	100	150	150	156	160	120	150	163	163	160	130	175	175	175	160	140	175	200	200	160	150	

ARTICLES.	How Charged.	70 Miles.					80 Miles.					90 Miles.					100 Miles.					*110 Miles.									
		W. & W. R. R.	E. T. Va. & Ga. R. R.	W. & A. R. R.	Ga. Central R. R.	Western R. R. of Ala.	W. & W. R. R.	E. T. Va. & Ga. R. R.	W. & A. R. R.	Ga. Central R. R.	Western R. R. of Ala.	W. & W. R. R.	E. T. Va. & Ga. R. R.	W. & A. R. R.	Ga. Central R. R.	Western R. R. of Ala.	W. & W. R. R.	E. T. Va. & Ga. R. R.	W. & A. R. R.	Ga. Central R. R.	Western R. R. of Ala.	W. & W. R. R.	E. T. Va. & Ga. R. R.	W. & A. R. R.	Ga. Central R. R.	Western R. R. of Ala.	W. & W. R. R.	E. T. Va. & Ga. R. R.	W. & A. R. R.	Ga. Central R. R.	Western R. R. of Ala.
First Class,....	Per 100	45	39	60	75	63	45	43	63	75	65	60	47	65	80	68	00	49	68	80	70	60	51	70	80	72					
Second Class,...	Per 100	40	34	46	55	44	40	38	48	55	46	50	42	50	60	42	50	44	53	60	50	50	46	55	60	52					
Third Class,....	Per 100	35	29	40	40	37	35	31	42	40	32	40	33	43	45	39	40	34	45	45	40	40	36	47	45	41					
Fourth Class,...	Per 100	30	24	32	33	27	30	26	33	33	28	30	28	34	35	29	30	29	36	35	30	30	31	37	35	31					
Fifth Class,....	Per 100	20	15	32	28	19	20	15	32	28	20	25	16	34	30	21	25	16	36	30	22	15	17	37	30	23					
Sixth Class,....	Per 100	13	15	32	23	19	13	15	33	23	20	15	16	34	25	21	15	16	36	25	22	15	17	37	25	23					
SPECIALS.																															
Corn,.....	Bushel.	8	8	8	11	11	8	8	8	11	11	9	9	8	12	12	9	8	10	12	12	9	10	10	12	13					
Flour,.....	Bbl.	40	36	43	46	54	40	36	45	46	56	50	38	48	50	52	50	38	52	50	60	50	40	54	50	62					
Bacon,.....	Per 100	30	24	32	32	27	30	26	33	23	28	30	28	34	25	29	30	25	36	25	30	30	31	37	35	31					
Cotton,.....	Bale.	160	131	170	20	25	175	140	125	25	40	175	149	125	25	42	175	153	125	25	44	180	162	125	25	46					
Salt,.....	Sack.	25	20	21	25	38	25	22	21	25	40	25	24	25	25	42	25	25	25	25	44	25	25	25	25	46					
Fertilizers,....	Ton.	200	200	206	260	150	200	222	212	200	130	225	237	218	200	160	250	250	233	240	170	250	250	23	240	170					

*110 Miles is the maximum distance for which rates are computed.

A. POPE, General Freight Agent.

TABLE E.

STATEMENT OF THE REDUCTIONS IN THE LOCAL CLASSIFICATION OF LEADING ARTICLES OF FREIGHT UPON THE WILMINGTON & WELDON RAIL ROAD FROM 1869 TO 1878.

ARTICLES.		How		HOW CHARGED.																				
		Classed		10 Miles.	20 Miles.	30 Miles.	40 Miles.	50 Miles.	60 Miles.	70 Miles.	80 Miles.	90 Miles.	100 Miles.	110 Miles.										
		1869	1878	1869	1878	1869	1878	1869	1878	1869	1878	1869	1878	1869	1878									
Bacon,	3	4	12	8	20	12	25	13	35	15	45	18	50	25	50	30	50	30	55	30	60	30	55	30
Beef and Pork,	4	4	10	8	15	12	20	13	25	15	30	18	30	25	30	30	30	30	35	30	40	30	35	30
Corn,	S	S	5	4	6	5	7	5	8	6	9	6	10	7	11	8	8	8	12	9	12	9	12	9
Cotton,	S	S	50	25	100	80	150	95	175	150	175	150	175	150	175	160	125	100	175	175	200	175	200	180
Flour,	S	S	15	20	22	25	29	30	30	30	40	30	42	40	42	40	43	40	57	40	57	50	57	50
Fertilizers	S	S	100	100	150	125	175	150	200	150	225	175	250	175	250	200	250	200	275	200	300	225	300	250
Salt,	S	S	25	10	30	15	35	18	38	20	40	20	42	20	45	25	45	25	50	25	50	25	50	25
Whiskey,	2	3	16	10	25	15	35	15	45	20	55	20	60	30	65	35	65	35	75	35	85	40	85	40
Iron Ties,	3	5	12	6	20	12	25	12	35	12	45	15	50	20	50	20	50	20	55	25	60	25	60	25
Molasses,	S	S	200	152	250	228	300	296	350	304	375	342	400	342	425	342	450	342	475	342	500	361	500	399

*110 Miles is the maximum distance for which rates are computed.

A. POPE, General Freight Agent.

The following is a list of the names of the persons who have been
 elected to the office of Justice of the Peace for the year 1900.
 The names are given in alphabetical order.

WILMINGTON.

Month	Through	Lead	Total	Through	Lead
1899	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Jan.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Feb.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Mar.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Apr.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
May	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
June	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
July	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Aug.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Sept.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Oct.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Nov.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Dec.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
1900	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Jan.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Feb.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Mar.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Apr.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
May	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
June	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
July	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Aug.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Sept.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Oct.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Nov.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Dec.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00

The following is a list of the names of the persons who have been
 elected to the office of Justice of the Peace for the year 1900.
 The names are given in alphabetical order.

ROCKY MOUNT.

Month	Through	Lead	Total	Through	Lead
1899	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Jan.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Feb.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Mar.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Apr.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
May	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
June	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
July	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Aug.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Sept.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Oct.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Nov.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Dec.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
1900	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Jan.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Feb.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Mar.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Apr.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
May	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
June	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
July	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Aug.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Sept.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Oct.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Nov.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
Dec.	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00

The following is a list of the names of the persons who have been
 elected to the office of Justice of the Peace for the year 1900.
 The names are given in alphabetical order.

*Statement showing the Earnings of the Wilmington & Weldon
for Mails, &c., from Southern Express Company, Col-
Through Ticket Sales by Foreign Roads, for*

MONTH.	WILMINGTON.					
	FREIGHT.			PASSEN-		
	Through.	Local.	Total.	Through.	Local.	
1877.						
October	\$ 1,605 56	4,465 69	6,071 25	559 45	1,325 67	
Nov'ber	1,490 53	6,468 40	7,958 93	488 76	904 35	
Dec . . .	364 31	4,255 59	4,619 90	486 74	1,681 30	
1878.						
Jan . . .	876 48	2,148 89	3,025 37	680 39	1,377 56	
Feb . . .	635 90	1,919 84	2,555 74	520 26	1,168 20	
March .	961 21	2,482 28	3,443 49	882 95	968 07	
April ..	714 96	1,608 35	2,323 31	758 17	1,441 38	
May ...	780 23	1,007 16	1,787 39	581 83	997 05	
June ..	473 18	1,288 67	1,761 85	539 51	985 53	
July...	1,529 55	1,584 24	3,113 79	745 51	905 15	
Aug...	1,726 16	1,524 71	3,250 87	789 40	960 48	
Sept...	2,423 34	1,967 40	4,390 74	710 89	896 91	
	13,581 41	30,721 22	44,302 63	7,743 86	13,611 65	

MONTH	ROCKY POINT.			BURGAW.		
	Freight.	Passen-ger.	Total.	Freight.	Passen-ger.	Total.
1877.						
Oct...	46 10	143 15	189 25	48 98	87 16	136 14
Nov ..	54 91	128 25	183 16	62 48	94 45	156 93
Dec...	61 64	148 55	210 19	61 71	178 70	240 41
1878.						
Jan ..	37 97	117 00	154 97	37 70	75 25	112 95
Feb ..	54 88	108 70	163 58	7 08	84 35	91 43
March.	28 05	96 31	124 36	49 67	71 45	121 12
April .	32 43	110 15	142 58	96 36	105 70	202 06
May ..	34 74	101 88	136 62	88 07	103 93	192 00
June..	25 32	121 54	146 86	52 83	102 60	155 43
July ..	35 76	140 74	176 50	83 02	201 42	284 44
Aug ..	17 99	141 45	159 44	66 61	95 55	162 16
Sept ..	30 02	107 65	137 67	70 45	114 41	184 86
	459 81	1,465 37	1,925 18	724 96	1,314 97	2,039 93

*Rail Road at each Agency; also Receipts from United States
lections by Conductors, and for Special Trains and
the Fiscal Year ending September 30th, 1878.*

		CASTLE HAYNE.		
GER.	Total.	Freight.	Passenger.	Total.
1,885 12	7,956 37	5 20	17 59	22 79
1,393 11	9,352 04	7 02	13 71	20 73
2,168 04	6,787 94	5 37	12 85	18 22
2,057 95	5,083 32	6 18	16 29	22 47
1,688 46	4,244 20	4 44	33 80	38 24
1,851 02	5,294 51	4 43	23 60	28 03
2,199 55	4,522 86	6 27	15 23	21 50
1,578 88	3,366 27	6 43	18 00	24 43
1,525 04	3,286 89	6 03	16 38	22 41
1,650 66	4,764 45	6 05	22 86	28 91
1,749 88	5,000 75	56	43 34	43 90
1,607 80	5,998 54	13 22	14 84	28 06
21,355 51	65,658 14	71 20	248 49	319 69

SOUTH WASHINGTON.

LEESBURG.

Freight.	Passenger	Total.	Freight.	Passenger	Total.
13 79	32 32	46 11	64 54	72 41	136 95
15 44	14 45	29 89	44 65	40 20	84 85
12 66	29 77	42 43	46 52	14 50	61 02
7 17	11 52	18 69	24 43	33 82	58 25
17 86	9 17	27 03	26 94	28 73	55 67
15 60	18 99	34 59	35 90	36 98	72 88
9 98	15 82	25 80	44 48	25 90	70 38
17 24	11 17	28 41	43 49	27 99	71 48
16 30	37 67	53 97	43 03	33 69	76 72
14 35	20 50	34 85	56 16	29 14	85 30
10 30	11 57	21 87	62 09	34 63	96 72
14 38	12 70	27 08	40 62	45 83	86 45
165 07	225 65	390 72	532 85	423 82	956 67

*Statement showing the Earnings of the Wilmington & Weldon
for Mails, &c., from Southern Express Company, Col-
Through Tickets Sales by Foreign Roads, for*

MONTH.	DUPLIN ROADS.			TEACHEY'S.		
	Freight.	Passen- ger.	Total.	Freight.	Passen- ger.	Total.
1877.						
October	91 17	93 90	185 07	21 22	30 20	51 42
Nov'ber	128 19	30 70	158 89	12 42	26 10	38 52
Dec . . .	93 17	75 30	168 47	13 41	14 20	27 61
1878.						
Jan. . . .	64 60	47 95	112 55	8 13	19 00	27 13
Feb . . .	69 15	32 20	101 35	9 26	13 90	23 16
March..	78 73	41 10	119 83	9 16	8 50	17 66
April ..	105 36	66 35	171 71	13 92	13 25	27 17
May . . .	76 76	38 65	115 41	17 21	14 80	32 01
June . . .	66 19	26 50	92 69	23 56	9 70	33 26
July . . .	198 69	40 85	239 54	21 64	14 80	36 44
Aug . . .	102 58	61 35	163 93	23 23	11 95	35 18
Sept. . . .	70 03	48 90	118 93	21 14	9 05	30 19
	1,144 62	603 75	1,748 37	194 30	185 45	379 75

MONTH.	WARSAW.			BOWDEN'S.		
	Freight.	Passen- ger.	Total.	Freight.	Passen- ger.	Total.
1877.						
October	693 65	133 10	826 75	9 18	11 35	20 53
Nov . . .	362 36	98 60	460 96	6 86	10 45	17 31
Dec . . .	244 96	196 80	441 76	6 58	8 65	15 23
1878.						
Jan . . .	203 36	133 30	336 66	5 13	4 05	9 18
Feb . . .	329 79	104 75	434 54	5 94	.....	5 94
March..	507 98	76 75	584 73	11 58	5 45	17 03
April ..	549 92	121 80	671 72	5 70	1 95	7 65
May . . .	250 68	95 38	346 06	9 35	75	10 10
June . .	172 61	159 65	332 26	7 98	4 10	12 08
July . . .	184 02	116 65	300 67	13 46	5 30	18 76
Aug . . .	204 43	128 10	332 53	25 46	2 35	27 81
Sept. . . .	477 70	125 50	603 20	17 60	4 70	22 30
	4,181 46	1,490 38	5,671 84	124 82	59 10	183 92

*Rail Road at each Agency; also Receipts from United States
lections by Conductors, and for Special Trains and
the Fiscal Year ending September 30th, 1878.*

ROSE HILL.			MAGNOLIA.		
Freight.	Passenger	Total.	Freight.	Passenger	Total.
4 14	20 80	24 94	312 20	265 19	577 39
40	4 60	5 00	240 19	209 77	449 96
18	14 95	15 13	276 68	170 81	447 49
.....	10 80	10 80	192 70	289 74	482 44
.....	16 80	16 80	251 13	214 03	465 16
.....	17 25	17 25	312 71	161 74	474 45
.....	18 57	18 57	206 77	211 00	417 77
32	22 10	22 42	241 21	109 84	351 05
.....	19 95	19 95	179 04	132 54	311 58
.....	16 85	16 85	231 41	116 90	348 31
.....	12 00	12 00	209 50	191 60	401 10
2 51	2 50	5 01	290 81	153 26	444 07
7 55	177 17	184 72	2,944 35	2,226 42	5,170 77

FAISON'S.			MOUNT OLIVE.		
Freight.	Passenger	Total.	Freight.	Passenger	Total.
200 71	69 15	269 86	389 89	276 87	666 76
194 21	82 46	276 67	226 33	129 28	355 61
224 94	176 85	401 79	179 65	157 55	337 20
144 99	100 28	245 27	158 88	121 90	280 78
364 90	71 75	436 65	247 44	90 97	338 41
393 03	78 50	471 53	589 42	106 24	695 66
196 15	78 53	274 68	286 11	63 10	349 21
165 87	87 74	253 61	210 83	71 74	282 57
127 24	166 73	293 97	127 94	123 35	251 29
90 76	77 30	168 06	113 70	65 40	179 10
114 59	75 45	190 04	130 47	86 67	217 14
327 95	91 53	419 48	232 00	75 00	307 00
2,545 34	1,156 27	3,701 61	2,892 66	1,368 07	4,260 73

*Statement showing the Earnings of the Wilmington & Weldon
for Mails, &c., from Southern Express Company, Col-
Through Ticket Sales by Foreign Roads, for*

MONTH.	DUDLEY.			FREIGHT.	
	Freight.	Passen- ger.	Total.	Through.	Local.
1877.					
October .	17 51	28 95	46 46	1,253 93	576 64
Nov'ber .	47 69	14 10	61 79	1,184 56	500 98
Dec	25 95	10 35	36 30	726 01	867 34
1878.					
Jan	34 80	39 45	74 25	1,373 24	615 40
Feb	27 13	45	27 58	1,654 17	275 35
March . .	109 47	4 00	113 47	1,961 13	491 77
April . . .	82 37	2 60	84 97	951 02	410 64
May	22 23	3 95	26 18	619 53	295 67
June . . .	10 48	25 05	35 53	415 49	175 38
July	13 53	29 60	34 13	469 55	206 03
Aug	6 62	20 05	26 67	471 17	229 08
Sept	16 91	21 40	38 31	1,521 54	328 72
	414 69	190 95	605 64	12,601 34	4,973 00

MONTH.	PIKEVILLE.			FREMONT.		
	Freight.	Passen- ger.	Total.	Freight.	Passen- ger.	Total.
1877.						
October	13 23	7 25	20 48	196 24	68 75	264 99
Nov'ber	28 59	2 75	31 34	116 05	47 20	163 25
Dec . . .	12 72	13 60	26 32	116 82	89 65	206 47
1878.						
Jan	16 75	35	17 10	164 02	71 90	235 92
Feb . . .	5 19	.....	5 19	191 47	57 35	248 82
March . .	.....	.....	.....	525 89	48 55	574 44
April . .	.....	.....	.....	171 26	31 05	202 31
May . . .	.....	.....	.....	49 68	33 15	82 83
June . .	.....	.....	.....	58 31	87 95	146 26
July . . .	.....	.....	.....	46 71	57 75	104 46
Aug . . .	.....	.....	.....	58 70	44 95	103 65
Sept . . .	.....	.....	.....	172 05	60 95	233 00
	76 48	23 95	100 43	1,867 20	699 20	2,566 40

*Rail Road at each Agency ; also Receipts from United States
lections by Conductors, and for Special Trains and
the Fiscal Year ending September 30th, 1878.*

GOLDSBORO'.

Total.	PASSENGER.			Total.
	Through.	Local.	Total.	
1,830 57	149 84	958 82	1,108 66	2,939 23
1,685 54	158 00	989 79	1,147 79	2,833 33
1,593 35	254 00	1,298 00	1,552 00	3,145 35
1,988 64	217 62	1,582 10	1,799 72	3,788 36
1,929 52	149 20	808 12	957 32	2,886 84
2,452 90	150 20	702 06	852 26	3,305 16
1,361 66	137 55	643 68	781 23	2,142 89
915 20	207 16	877 45	1,084 61	1,999 81
590 87	131 18	673 89	805 07	1,395 94
675 58	125 20	538 06	663 26	1,338 84
700 25	104 75	644 42	749 17	1,449 42
1,850 26	280 29	898 75	1,179 04	3,029 30
17,574 34	2,064 99	10,615 14	12,680 13	30,254 47

BLACK CREEK.

WILSON.

Freight.	Passenger	Total.	Freight.	Passenger	Total.
156 54	48 20	204 74	1,682 43	716 85	2,399 28
99 00	8 60	107 60	773 00	548 15	1,321 15
66 82	3 85	70 67	1,643 78	530 30	2,174 08
80 73	7 45	88 18	1,459 10	483 80	1,942 90
132 93	.....	132 93	1,889 70	289 70	2,179 40
340 64	3 80	344 44	1,684 16	310 00	1,994 16
64 99	7 80	72 79	1,085 13	197 05	1,282 18
45 27	4 80	50 07	569 60	327 65	897 25
45 88	55 15	101 03	433 23	996 00	1,429 23
38 60	18 55	57 15	471 23	87 55	558 78
57 49	11 50	68 99	705 73	318 85	1,024 58
111 42	17 05	128 47	1,460 58	349 85	1,810 43
1,240 31	186 75	1,427 06	13,857 67	5,155 75	19,013 42

*Statement showing the Earnings of the Wilmington & Weldon
for Mails, &c., from Southern Express Company, Col-
Through Tickets Sales by Foreign Roads, for*

MONTH.	TOISNOT.			SHARPSBURG.		
	Freight.	Passen- ger.	Total.	Freight.	Passen- ger.	Total.
1877.						
October	354 54	154 80	509 34	30 54	36 95	67 49
Nov ...	193 06	54 40	247 46	39 78	2 40	42 18
Dec ...	234 89	91 30	326 19	39 53	3 35	42 88
1878.						
Jan ...	302 34	88 45	390 79	23 03	.....	23 03
Feb ...	267 99	48 50	316 49	44 89	.....	44 89
March..	310 77	34 30	345 07	24 05	50	24 55
April ..	378 39	36 35	414 74	46 26	3 95	50 21
May ...	93 20	44 45	137 65	15 05	.....	15 05
June ...	92 52	34 10	126 62	20 66	90	21 56
July...	117 95	41 85	159 80	16 88	.....	16 88
Aug...	137 93	68 15	206 08	23 00	45	23 45
Sept...	283 96	66 30	350 26	24 15	.....	24 15
	2,767 54	762 95	3,530 49	347 82	48 50	396 32

MONTH	ROCKY MOUNT.			BATTLEBORO:		
	Freight.	Passen- ger.	Total.	Freight.	Passen- ger.	Total.
1877.						
Oct...	699 20	639 10	1,338 30	176 00	291 15	467 15
Nov ..	733 92	368 60	1,102 52	100 54	62 05	162 59
Dec...	650 89	444 95	1,095 84	201 06	114 20	315 26
1878.						
Jan ..	879 98	464 25	1,344 23	222 63	89 90	312 53
Feb ..	995 18	300 20	1,295 38	184 20	29 85	214 05
March.	1,131 21	294 80	1,426 01	270 66	36 70	307 36
April .	727 88	243 75	971 63	199 31	29 50	228 81
May ..	461 02	254 85	715 87	138 97	44 85	183 82
June..	295 56	284 90	580 46	106 73	21 65	128 38
July ..	320 62	286 40	607 02	71 27	26 45	97 72
Aug ..	458 37	377 75	836 12	98 93	75 50	174 43
Sept..	716 57	347 85	1,064 42	246 56	62 75	309 31
	8,070 40	4,307 40	12,377 80	2,016 86	884 55	2,901 41

*Rail Road at each Agency ; also Receipts from United States
lections by Conductors, and for Special Trains and
the Fiscal Year ending September 30th, 1878.*

TARBORO'.

Freight.	PASSENGER.			Total.
	Through.	Local.	Total.	
918 18	71 60	1,042 87	1,114 47	2,032 65
719 79	23 95	515 65	538 90	1,258 69
432 21	84 85	793 10	877 95	1,310 16
988 76	139 00	894 20	1,033 20	2,021 96
1,075 23	56 20	649 65	705 85	1,781 08
855 41	150 35	520 30	670 65	1,526 06
708 74	58 05	409 99	468 04	1,176 78
442 82	37 50	583 01	620 51	1,063 33
348 74	77 80	430 30	508 10	856 84
377 91	84 14	439 43	523 57	901 48
577 63	142 74	526 45	669 19	1,246 82
1,073 76	138 68	482 96	621 64	1,695 40
8,519 18	1,064 16	7,287 91	8,352 07	16,871 25

WHITAKER'S.

ENFIELD.

Freight.	Passenger	Total.	Freight.	Passenger	Total.
138 04	240 35	378 39	536 90	705 48	1,242 38
113 11	61 45	174 56	436 51	169 52	606 03
237 31	68 85	306 16	694 13	267 07	961 20
219 01	94 95	313 96	395 15	201 17	596 32
216 11	65 85	281 96	450 25	136 09	586 34
405 42	66 50	471 92	552 45	112 48	664 93
179 40	52 75	232 15	487 02	126 78	613 80
148 89	69 95	218 84	299 61	134 62	434 23
97 09	70 30	167 39	218 96	99 83	318 79
111 98	55 60	167 58	239 13	128 50	367 63
94 49	91 25	185 74	272 12	166 89	439 01
224 38	73 79	298 17	541 85	187 48	729 33
2,185 23	1,011 59	3,196 82	5,124 08	2,435 91	7,559 99

*Statement showing the Earnings of the Wilmington & Weldon
for Mails, &c., from Southern Express Company, Col-
Through Ticket Sales by Foreign Roads, for*

MONTH.	HALIFAX.			FREIGHT.	
	Freight.	Passen- ger.	Total.	Through.	Local.
1877.					
October .	221 77	222 85	444 62	420 24	877 95
Nov'ber .	178 64	113 65	292 29	573 33	971 38
Dec	328 81	118 75	447 56	1,114 70	364 68
1878.					
Jan	6 82	143 35	150 17	547 28	971 28
Feb	138 38	95 35	233 73	730 27	728 76
March . .	151 28	69 30	220 58	1,485 87	731 14
April . . .	132 69	50 05	182 74	722 15	552 53
May	86 79	87 20	173 99	381 78	361 25
June . . .	80 94	76 10	157 04	283 73	326 20
July	69 48	71 85	141 33	307 68	304 12
Aug	78 46	47 70	126 16	730 05	285 83
Sept	172 14	84 70	256 84	403 71	292 55
	1,646 20	1,180 85	2,827 05	7,700 79	6,767 67

MONTH.	W., C. & A. R. R. Co.			SEABOARD & ROANOKE	
	FREIGHT.			FREIGHT.	
	Through.	Local.	Total.	Through.	Local.
1877.					
October	5,986 77	27 45	6,014 22	10,803 02	9,985 27
Nov'ber	3,842 43	76 65	3,919 08	6,054 74	7,995 15
Dec . . .	1,547 15	1,299 11	2,866 26	2,896 98	6,051 81
1878.					
Jan	2,771 15	21 02	2,792 17	2,938 16	6,165 45
Feb . . .	4,012 26	1,326 78	5,339 04	1,519 03	2,509 53
March . .	4,365 63	1,504 79	5,870 42	2,131 63	3,417 90
April . .	3,650 39	980 79	4,631 18	3,339 17	1,660 11
May . . .	2,526 20	146 47	2,672 67	3,332 73	1,411 28
June . .	2,040 57	23 89	2,064 46	2,151 12	1,180 99
July . . .	2,045 66	10 55	2,056 21	481 47	708 90
Aug . . .	3,674 68	6 31	3,680 99	373 24	434 93
Sept . . .	4,982 46	33 55	5,016 01	2,296 83	1,691 42
	41,465 35	5,457 36	46,922 71	38,318 12	43,212 74

*Rail Road at each Agency; also Receipts from United States
lections by Conductors, and for Special Trains and
the Fiscal Year ending September 30th, 1878.*

WELDON.

Total.	PASSENGER.			Total.
	Through.	Local.	Total.	
1,298 19	64 29	868 90	933 19	2,231 38
1,544 71	40 54	471 05	511 59	2,056 30
1,479 38	152 82	691 19	843 92	2,323 30
1,518 56	174 55	672 95	847 50	2,366 06
1,459 03	27 28	499 85	527 13	1,986 16
2,217 01	63 96	461 50	525 46	2,742 47
1,274 68	50 01	433 75	483 76	1,758 47
743 03	16 17	492 45	508 62	1,251 65
609 93	.....	314 40	314 40	924 33
611 80	70 22	306 25	376 47	988 27
1,015 88	69 80	461 95	531 75	1,547 63
696 26	16 43	629 75	646 18	1,342 44
14,468 46	746 07	6,303 90	7,049 97	21,518 43

R. R. Co.	CAROLINA CENTRAL RAILWAY.			United States.
Total.	FREIGHT.			Transporta- tion.
	Through.	Local.	Total.	
20,788 29	688 45	1 50	689 95	.....
14,049 89	522 44	30	522 74	.....
8,948 79	186 82	294 32	481 14	2 11
9,103 61	238 87	.....	238 87	.....
4,028 56	336 36	1 56	337 92	16 08
5,549 53	462 65	33 01	495 66	88 00
4,999 28	573 38	1,022 24	1,595 62	.....
4,744 01	261 94	40 06	302 00	19 28
3,332 11	153 19	25	153 44	10 02
1,190 37	197 38	1 14	198 52	.....
808 17	189 51	.....	189 51	.....
3,988 25	332 73	26 44	359 17	.....
81,530 86	4,143 72	1,420 82	5,564 54	135 49

*Statement showing the Earnings of the Wilmington & Weldon
for Mails, &c., from Southern Express Company, Col-
Through Tickets Sales by Foreign Roads, for*

MONTH.	United States.	Sales of Through Tickets by Other Roads.	Southern Ex- press.
	Mails.		Freight.
1877.			
October	2,251 19	8,574 72	634 42
Nov	2,251 19	6,242 37	935 80
Dec	2,251 23	7,976 61	972 89
1878.			
Jan	2,251 19	7,916 80	759 01
Feb	2,251 19	7,943 27	617 76
March	2,251 21	8,638 08	828 87
April	2,251 19	10,333 64	1,002 53
May	2,251 19	5,738 97	991 31
June	3,702 53	3,716 95	947 46
July	2,138 63	3,301 73	606 31
Aug	2,138 63	3,023 69	298 93
Sept	2,138 63	4,682 82	524 03
	28,128 03	78,089 65	9,119 32

MONTH	Conductors and Special Trains.	Parlor Cars.	Minor Sources of Revenue.	GRAND TOTAL.
1877.				
Oct...	997 69	.....	29 21	65,676 90
Nov ..	984 75	.....	37 20	50,994 62
Dec...	1,678 65	.....	28 26	47,208 57
1878.				
Jan ..	2,068 40	499 43	27 50	46,278 20
Feb ..	1,342 40	726 47	15 00	41,280 69
March.	1,351 24	947 30	40 20	48,194 76
April .	1,115 95	691 39	531 61	43,490 49
May ..	1,246 67	138 22	301 37	30,888 70
June..	1,265 84	.....	105 14	26,776 71
July ..	1,562 80	.....	44 25	23,322 07
Aug ..	1,447 90	.....	17 05	25,928 19
Sept ..	1,285 85	.....	58 00	37,775 46
	16,348 14	3,002 81	1,234 49	487,815 36

*Rail Road at each Agency ; also Receipts from United States
lections by Conductors, and for Special Trains and
the Fiscal Year ending September 30th, 1878.*

RECAPITULATION.

FREIGHT :

Through,	\$117,810 73
Local,	156,675 46

Total, \$274,486 19

PASSENGER :

Through,	\$ 89,708 73
Local,	82,000 00

Total, 171,708 73

United States Mail,	28,128 03
Transportation of U. S. Troops and Freight,	135 49
Express Freight,	9,119 32
Parlor Car,	3,002 81
Minor Sources,	1,234 79

\$487,815 36

JOHN R. LATTA,
Acting Auditor.

*Statement of Expenditures of the Wilmington & Weldon R.
R. Company, for the Year ending Sept. 30th, 1878.*

CONDUCTING TRANSPORTATION.

Advertising	\$ 1,045 09
Agents and Assistants at Stations.....	11,816 00
Agents—Soliciting.....	8,893 89
Brakemen	4,459 71
Car Cleaning and Inspecting.....	448 96
Car Service.....	2,214 55
Clerks.....	9,746 48
Conductors and Baggage Masters.....	8,726 20
Drawback and Allowance.....	1,233 39
Expenses of Stations, except Labor.....	313 80
Incidentals.....	1,843 89
Labor at Stations.....	6,502 32
Light at Stations.....	234 52
Light for Cars.....	324 67
Loss and Damage.....	2,072 92
Mail Service.....	278 23
Office Furniture.....	114 23
Personal Injury	380 00
Printing and Stationery.....	3,080 51
Revenue and Postage Stamps.....	248 45
Stations, Repairs of, and Rent.....	438 16
Master of Transportation.....	687 50
Stock Killed.....	487 49
Switchmen.....	714 88
Telegraph Expenses, including Operators.....	1,187 39
Watchmen	3,348 92
Wrecking.....	166 87
Total.....	<hr/> \$71,009 02

MAINTENANCE OF CARS.

Cars, Passenger and Baggage, repairs of.....	18,760 40
Cars, Express, repairs of.....	691 68
Cars, Freight, repairs of.....	12,785 10
Cars, Mail, repairs of.....	672 30
Car Shops and Sheds, repairs of.....	18 90
Fuel for Stoves.....	591 50
Incidentals.....	224 83
Oil, Waste and Packing	3,779 43
Tools and Repairs of Tools.....	395 37
Total.....	<hr/> \$37,919 51

MOTIVE POWER.

Engineers and Firemen.....	\$ 20,265	75
Fuel for Locomotives.....	21,335	79
Fuel for Shops	1,614	41
Incidentals.....	2,291	26
Locomotive Engines, repairs of.....	16,619	29
Oil and Tallow	2,683	01
Patterns and Tools, repairs of.....	855	57
Shops and Engine Houses, repairs of.....	18	91
Shops, Machinery, repairs of.....	780	33
Waste and Packing.....	462	22
Watchmen and Engine Wipers.....	1,019	07
Water, Wood and Coal Stations, repairs of.....	1,356	85
Water, Wood and Coal Stations, labor at.....	2,729	34
Total.....	72,031	80

MAINTENANCE OF ROADWAY.

Ballast.....	1,728	73
Bridges and Trestles, repairs of.....	16,640	28
Cars, Road, repairs of.....	105	42
Cattle Guards.....	2	75
Cross-Ties	15,076	72
Depot Grounds and Buildings, repairs of.....	2,240	98
Division Houses, repairs of.....	214	00
Frogs and Switches, repairs of.....	739	50
Incidentals.....	34	25
Iron Rails.....	44,978	56
Joints and Chairs.....	1,411	69
Road-Bed, repairs of.....	2,478	38
Spikes.....	629	00
Subsistence	5,996	65
Tools, and repairs of.....	621	78
Track, repairs of.....	22,691	90
Turntables, repairs of.....	315	26
Watchmen	708	94
Total.....	116,614	22

GENERAL EXPENSES.

Legal Expenses.....	2,435	24
Miscellaneous Expenses.....	2,357	29
Printing and Stationery.....	386	59
Salaries of Officers.....	8,566	54
Traveling Expenses.....	850	42
Total.....	14,596	08

RECAPITULATION OF OPERATING EXPENSES.

Conducting Transportation,.....	\$ 71,009 02
Motive Power	72,031 80
Maintenance of Cars.....	37,919 51
Maintenance of Roadway.....	116,614 22
General Expenses.....	14,596 08
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Total.....	\$312,170 63

JOHN R. LATTA,
Acting Auditor.

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